Chapter 6: New Baltimore Service District Plan

Fauquier County, Virginia
Department of Community Development
Citizen Committee Recommended Draft: May 4, 2006
Planning Commission Recommended Draft: September 28, 2006
Board of Supervisors Adopted: TBD

NEW BALTIMORE SERVICE DISTRICT
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EXECUTIVE SUMMARY

~~This document is the product of the Board of Supervisors program for updating the Comprehensive Plan with discrete Citizen Planning Committees for each Service District. Two Citizen Planning Committees were appointed for the New Baltimore Service District over an eight year span. The first update covered over 18 months~~ of work by ~~nineteen (19) citizens from the New Baltimore Service District, along with four (4) other members having strong interests in the community~~

The Code of Virginia requires a periodic evaluation of the Comprehensive Plan every five years. As a result of this state requirement, the New Baltimore Service District Plan was comprehensively reviewed and further refined in 2005-2006 by a 20 member citizen committee and adopted as presented herein. ~~County staff was involved in the process providing technical support and guidance.~~ The planning process which led to this updated document evolved ~~out of~~ from a Board of Supervisors resolution in 2004 ~~December 1997~~ to review and update the Plan for the New Baltimore Service District. The ~~mandate of the~~ Committee was instructed to re-examine the Service District Plan in terms of the area's boundaries, land uses, development densities, transportation system, public facilities and utilities, and the phasing of growth. ~~However, the Committee was instructed by the Board that there were two areas which could not be replanned – Vint Hill Farms Station and the 'Waterfield' residential community.~~ Upon completion of the committee's review process, the draft document was ~~to come under~~ subjected to Planning Commission and Board of Supervisors public hearings and action.

This document presents the New Baltimore Service District Plan for the following elements: (1) Land Use; (2) Objectives, Policies and Implementation Strategies; (3) Public Utilities; (5) Public Facilities; (6) Transportation; and (7) Trails and Parks ~~as well as the planning process leading to the development of this document. Chapter 5, Consensus Plan, is the land use plan for the Service District.~~

~~Chapter 1 outlines the origin of the County's first Comprehensive Plan and provides a historical overview of the various plans for the New Baltimore Service District since 1967. It examines how the various planning goals for the Service District have changed, and in some cases remained constant, over time. Lastly, it describes the origin of the New Baltimore Service District Planning Committee, its member composition, mandate, and process for adoption of the Plan.~~

~~Chapter 2 describes the planning process undertaken by the Committee. It outlines the project schedule of the Committee, describes the preparation meetings held to provide committee members with background information, outlines the issue identification and visioning exercises undertaken by the group, and the development of objectives and implementation policies.~~

~~Chapter 3 provides a description of the various land use plans developed by the four (4) sub-committees. The primary land use and transportation elements of the~~

~~Environment/Quality of Life, Land Use, Public Facilities and Transportation sub-committees is outlined and a summary of the common elements among the four preliminary sketch plans is provided. Each sketch plan is evaluated in terms of the potential population it may generate at full build-out. Lastly, there is a discussion on the need to plan proactively and look beyond the Service District's boundaries when planning for future transportation needs.~~

~~The Consensus Plan, is the New Baltimore Service District land use plan.~~ The purpose of this plan is to provide a template for managed growth which is appropriate to the community and can be supported by existing and planned public utilities. The proposed land use plan outlines development relationships, including residential densities for future neighborhoods, business expansion, location of proposed schools and other basic public facilities, and needed road network improvements to support anticipated service district growth. Objectives, policies and implementation strategies are outlined for each land use type, and the areas of public utilities/facilities, schools, transportation, and trails and parks. The transportation section of this chapter provides a detailed plan of both the short term (5-Year Transportation Action Plan: 2006-2010) and long term implementation strategies.

~~Two recommendations are provided in this Chapter.~~ Several key recommendations need to be highlighted: (1) ~~First, it is recommended that~~ Once full development thresholds are reached, as outlined in this plan, the New Baltimore Service District boundary not be expanded any further; (2) WSA sewer service shall be restricted to the designated AB Sewered and Water Service Area, due to the District's wastewater treatment plant's 950,000 gallons per day capacity limitation; (3) careful consideration be given to the public sewer limitations and plan recommendations regarding land use when considering future rezoning applications; (4) the Route 605-Brookside Parkway-Route 215 corridor needs significant public and private investment and improvements over the next five years to ease growing traffic volumes and safety issues, connectivity to schools, neighborhoods, the Vint Hill ~~Town~~ Village Center and other business areas; (6) a Board of Supervisors and WSA funded program is critical to complete the associated geophysical surveys and test wells to ensure adequate and sustainable public water supplies for the Service District at build-out; and (7) as planned build-out is achieved, future growth as well as County investment for expanded public infrastructure, facilities and services, be directed to other designated service districts.

HISTORICAL DEVELOPMENT OF THE NEW BALTIMORE SERVICE DISTRICT

~~The Code of Virginia required that all political subdivisions of the State were to have a Comprehensive Plan in place by 1980 (Appendix A contains an excerpt from the code pertaining to Comprehensive Plans). Fauquier County began work on its first Comprehensive Plan in the early 1960s with its adoption in 1967. It emerged out of three (3) unique development-related events occurring in the County, and the increasing need to address the issue of growth management. These events included: (1) the platting of a residential subdivision to be developed on septic tanks, since public sewer was not available, and built within the watershed area of a proposed reservoir for one of the~~

~~County's towns; (2) the 1960 Census indicating Fauquier County had reached a population of almost 25,000 persons; and (3) the beginning of construction of the interstate highway system (I-66). These events lead to the recognition that "a comprehensive plan must be provided which will provide incentive to preserve the natural resources and agricultural uses in the County, and at the same time provide sufficient room for the impending population expansion" (*Fauquier County, Virginia: A Comprehensive Plan 1967-2000*, p. 3).~~

> ~~The State Code also requires that a municipality's Comprehensive Plan be reviewed at least every five (5) years. This requirement saw the subsequent revisions to the Fauquier County Plan. In addition to this State requirement, it is also been the disposition of the Fauquier County Planning Commission and Board of Supervisors to continually review, and revise as necessary, the County's Comprehensive Plan.~~

The County's first Comprehensive Plan established the planning area and service district approach to directing growth within the County. It was felt that if no attempt was made to control the significant amount of growth expected to occur, the cost of services would exceed the County's ability to provide them. The service district concept was developed as a means of managing and focusing growth in already developed areas so that servicing costs and the demand to develop agricultural land could be reduced. Service districts were designed to utilize existing development patterns and to locate the most intense land uses near transportation and employment centers. As well, they were planned with central sewer and water in order to absorb growth at the recommended densities.

The following summarizes key changes chronologically associated with the New Baltimore Service District Plan:

1967-2000

New Baltimore was one of the original five (5) communities identified as a Service District in the 1967 Plan. Service districts were sized and planned to accommodate a projected County population of 76,000 by 1980-1985 and 235,000 by the year 2000. The 1967 Plan had anticipated the New Baltimore Service District to reach a population of 16,000 by year 2000.

> ~~While the~~ New Baltimore Service District land use plan ~~developed in 1967 is different from the next edition in terms of Service District boundaries,~~ Some of the initial planning goals of the 1967 Plan ~~are still maintained today. The 1967-2000 Comprehensive Plan~~ outlined a number of land use goals for New Baltimore which included:
>
> a. To develop two major employment centers within the district - Vint Hill Farms Station, and a 200 acre campus style, office/industrial use;
>
> b. To provide for a retail service need of approximately 90 to 100 acres; and to provide a range of facilities including a retail community center, ~~a~~

~~neighborhood convenience center,~~ possibly a neighborhood convenience center, and highway retail. These retail uses were planned for the south side of Route 29, east of its intersection with Route 600;

c. To provide a range of housing opportunities, with the most intense residential uses located in and adjacent to the Village of New Baltimore and higher density residential uses located immediately adjacent to the community center to take advantage of access and location. Various single family density categories planned on larger land areas to provide transitional phases. Residential densities ranging from 0.9 to 20 dwelling units per acre; and

d. To plan for approximately 100 acres of park land.

Overall, the highest intensity of uses, both commercial and residential, was located in the 'triangle' area bounded by South Run, Route 29, and approximately as far east as the intersection of Routes 600 and 676.

1977-1987

In 1977, a second Comprehensive Plan was adopted which included a re-analysis of the anticipated population and adopted a shorter, 10 year planning period. The revised plan showed a significant reduction in the anticipated growth and corresponding reductions in the holding capacity of the Service District. This Plan projected the County to reach a population of 39,600-71,000 by year 2000, a 70%-83% decrease from the 1967 Plan projection. As well, the New Baltimore Service District was forecast to reach a population of 1,105-2,210 by year 2000, compared to the 1967 Plan year-2000 projection of 16,000.

Changes to the Plan included a decrease in the Service District size, designation of probable future expansion areas, and a phased approach to growth.

Two (2) land use plans were proposed for New Baltimore - a sewer contingency plan and a non-sewer plan. It was stated that the land uses proposed in the sewer plan would not be zoned unless, and until, sewer services became available to the District. Development goals for the non-sewer plan included:

a. Establish a new focal point for the Service District away from Routes 29 and 215;

b. Preserve Routes 29 and 215 and prevent the need for a future by-pass;

c. Develop high intensity development surrounding the Service District's focal point;

d. Decrease residential densities with distance away from the District's core;

e. Provide for a highway commercial district south of Route 29 and north of Route 600, and extending east from the Route 29/600 intersection; and

f. Retain and expand industrial zoned lands.

In summary, commercial uses were retained within the 'triangle' area, and high density residential uses were continued in the area north and south of Route 600, west of its intersection with Route 676. Additional commercial and residential uses were planned in the vicinity of the intersection of Routes 600/676, and west of Route 676.

1987-1997

There were two land use plans for the New Baltimore Service District - a sewer contingency plan and a non-sewer plan. The land uses proposed in the sewer plan would be so zoned only when sewer became available. Without sewer facilities, development goals of this plan focused on appropriate residential growth through capping residential development at a density of one unit per acre and preventing the extensive expansion of the development area.

There were four (4) significant changes between this Plan and the 1977-1987 Comprehensive Plan. They included:

1. The reduction of all residential lands to low density residential (1-2 dwelling units/acre), except for the Village of New Baltimore which was planned at a density of 1.4 dwelling units per acre;

2. The extension of commercial highway uses along Route 29;

3. Addition of commercial uses planned in the vicinity of Route 600/676 intersection, and these uses were described in detail to include commercial-neighborhood and commercial-office uses; and

4. The future extension of Route 676, north to Route 29.

1992-2010

This plan represented a return to a mix of higher intensity commercial and residential uses in the area of Routes 600 and 676. Specifically, low, medium and high density residential uses were planned on both sides of Route 600 between Route 676 and Route 29. Commercial highway and commercial office uses were planned for the south side of Route 29, east of Route 600, and commercial neighborhood uses were planned along the future extension of Route 676. Two (2) additions to this Plan included the C. Hunter Ritchie Elementary School site shown on the northeast corner of the intersection of Route 600 and Route 676, and a Planned Residential District shown in the core of the Service District.

In 1996, a major change to the land use plan was the incorporation of a Planned Industrial Technology Park District (PITD) on the lands known as Vint Hill Farms Station. As discussed in greater detail in Chapter 4, Vint Hill Farms Station, a former U.S. Army Base, was closed as part of a Base Realignment and Closure Program and later ~~sold to~~ dedicated to the Fauquier County Economic Development Authority (EDA) for ownership and overall development. ~~Due to Vint Hill Farms being federal property prior to 1996, this land was not included in earlier planning efforts.~~ The acquisition of this property by Fauquier County has led to significant redevelopment opportunities.

1999-2020

The Board of Supervisors appointed a Citizen Planning Committee to provide a comprehensive review and update of the existing Service District Plan, and that effort encompassed over 18-months. The overall process included, for example: (a) staff briefings from Library Services, Parks and Recreation, School Board, Vint Hill Economic Development Authority, Virginia Department of Transportation and the Fauquier County Water and Sanitation Authority regarding existing services and future expansion plans; (b) sketch planning exercises; (c) identification of issues and opportunities; (d) setting revised goals, objectives and policies; and (e) development of the land use, public facilities and transportation elements.

The central issue revolved around expansion constraints for the Vint Hill wastewater treatment facility due to its location within the Occoquan Watershed. The maximum permitted capacity was projected to be 1 million gallons per day. As a result of this restriction, the plan identified limited areas planned for public sewer, and they were designated Sewered Service Areas AB-1 and AB-2. AB-1 represented areas planned for WSA sewer from 1999-2010, while AB-2 areas were planned for service after 2010.

The adopted Land Use Plan reflected business and residential development densities consistent with this utilities limitation, resulting in a planned build-out that would result in reduction from 29,000 to 16,000 residents. The other key element was transportation. The challenge was to: (a) implement access management along U.S. 15/29, which continues to function as a high-volume, regional transportation corridor; and (b) provide an effective internal roadway network for local Service District and neighborhood traffic. This element included a Transportation Plan, along with a 5-Year Action Plan which identified and prioritized essential primary and secondary roadway improvements. It has resulted in the establishment and phased construction of the critical Route 605-Brookside Parkway-Route 215 corridor.

6. ~~**Summary.** There has been a consistent planning effort to create a community focal point for the Service District away from Route 29. This focal point has been planned for that area around the Route 600/676 intersection and C. Hunter Ritchie Elementary School, as demonstrated through the mix/intensity and type of uses planned for this area. The elementary school serves as a key community meeting point.~~

B. Creation of the New Baltimore Service District Planning Committee

In early 1996, the Fauquier County Board of Supervisors amended the Comprehensive Plan by revising the population projections and allocations of the County and its nine service districts. In the Fall of that year, the New Baltimore Service District Plan was amended through the incorporation of Vint Hill Farms Station, a 701 acre tract of land formerly used by the U.S. Army, into the Service District.

Due to pending rezoning applications and community dissatisfaction with the NBSD Plan, the Board of Supervisors passed a resolution in December of 1997 to update this element of the Comprehensive Plan. This review and redesign of the Service District Plan was established as one of the County's top ten priorities for the 1998 calendar year.

It was the responsibility of the Scott District Supervisor to appoint members to the New Baltimore Planning Committee. The Committee's voting composition consisted of: (1) 19 NBSD citizens of varying backgrounds, development interests and residential locations, (2) one alternate member, (3) the Scott District Planning Commissioner, (3) the Scott District Water and Sanitation Authority Board member, and (4) a NBSD at-large member on the Board of Zoning Appeals. Staff members from the Water and Sanitation Authority (WSA), the Prince William County Government and the Vint Hill Economic Development Authority (EDA) were invited to participate and have shared associated planning information to ensure coordination.

The mandate of the Committee was to re-examine the Plan for the New Baltimore Service District in terms of its boundaries, land uses, development densities, transportation network, public facilities and utilities, and the timing of growth. However, committee members were instructed by the Board of Supervisors that there were two areas within New Baltimore for which they could not plan - those being Vint Hill Farms Station and the 'Waterfield' residential community. Upon completion of the review process, the Committee was to prepare a revised Plan for consideration by the Planning Commission and Board of Supervisors, and for public hearing. The planning process timeline, including public hearings and the adoption of the revised NBSD Plan, was to occur within a one year time period, reaching completion by December 1998.

II. THE PROCESS

A. Project Schedule and Background Information

An initial project schedule was developed to guide the group to achieve its goal of revising the New Baltimore Service District Plan, and meet its project deadline, that being the adoption of the proposed Plan by December of 1998. The steps established for the Committee included:

- A review of existing and previous NBSD Plans, as well as existing environmental, public facility and utility, and transportation conditions;
- Identification of community issues, opportunities, and vision;

- Preparation of the Committee report outlining the goals and objectives of the plan, general land use plan, and recommendation to the Planning Commission;
- Planning Commission Service District Plan Update;
- Planning Commission public information and hearing process; and
- Board of Supervisor public hearing and adoption process for the proposed Service District Plan.

Initial meetings of the NBSD Planning Committee consisted of briefing sessions to committee members. It was important to provide all committee members with the necessary background information so that all involved could participate fully, and that informed decisions and recommendations could be developed. In addition, it was vital for committee members to be aware of the various stakeholders and issues affecting development. The briefing sessions included presentations by the:

- County Planning staff on the historical development of the NBSD, as well as natural and physical features within New Baltimore;
- Director of the Vint Hill Economic Development Authority (EDA) on the Reuse Plan, currently under consideration, for the Vint Hill Farms Station;
- Resident Engineer of the Warrenton Virginia Department of Transportation Residency Office (VDOT) regarding the primary and secondary road program and its impact on New Baltimore;
- General Manager of the Fauquier County Water and Sanitation Authority concerning the Authority's plan for water and sewer service within the Service District;
- Assistant Superintendent for the Fauquier County School Board on existing school capacities, school standards, and future school plans;
- County Soil Scientist regarding soil quality within the NBSD; and the
- Supervisor of the Fauquier County Health Department on the existing drainfield situation within the Service District, existing commercial systems, and problem areas with existing systems.

B. ISSUE IDENTIFICATION

Prior to discussing any revision to the existing Plan, Committee members were asked to identify various issues and opportunities they perceived within the New Baltimore Service District. The responses were compiled and organized into five general categories: Environment, Land Use, Transportation, Public Facilities/Utilities, Recreation/Open Space, and Quality of Life. Through the identification of issues of concern to committee members, as well as aspects of the community which could be seen as untapped opportunities, components of the current Plan were highlighted for the committee to focus their attention when planning land use, transportation, and other elements of the Plan.

The five categories noted above were consolidated into four categories - Quality of life/ Environment, Public facilities/Utilities/Recreation/Open space, Land use, and

Transportation. Using these four categories, committee members were asked to form into sub-groups, aligning themselves into a group based on personal interests.

C. VISIONING EXERCISE

To gain an understanding of how the committee envisioned New Baltimore growing over time, each sub-committee was instructed to undertake a 'visioning' exercise. Within their sub-committees, members were asked to discuss why they chose New Baltimore as a place to live, how they foresaw it developing over time, and its appearance at maturity. Each group prepared their own vision of the community and presented this 'vision' to the Committee as a whole outlining the basic assumption upon which their vision was founded.

D. OBJECTIVES AND IMPLEMENTATION POLICIES

Objectives and implementation policies provide the tools communities can use to achieve their vision for an area's development and identity at maturity. Committee members were asked to develop objectives and implementation policies for directing growth within the Service District. Their responses were organized into the four categories outlined above. There was not always consensus among committee members on certain objectives for guiding growth. For example, there was mixed opinion as to where higher intensive uses (i.e. office commercial/ retail/ higher density residential) should be located, or if these uses should even be allowed within New Baltimore. While consensus was sought on development issues which committee members had divergent opinions on, it was not always successful. It was believed that through development of the land use plan, issues which initially could not receive consensus from the group would eventually be resolved.

III. LAND USE PLANS

The next step in the planning process was the development of a land use plan. Each sub-committee was asked to create a sketch land use plan which they believed would achieve their vision for New Baltimore. As well, each sketch plan was to address the initial areas of plan review identified by the Board of Supervisors. These initial areas included planning for a Service District which could accommodate residential and commercial growth in keeping with the County's 'Service District' concept, and provide the necessary supporting public services for fire, rescue, police, schools, library, parks, water, and sewer. It was noted to the committee that ultimately one land use plan should be presented to the Planning Commission for their consideration and recommendation, and Board of Supervisors action.

The four land use plans presented by the various groups had both common themes running throughout and contrasting viewpoints on how development should occur. The general concepts contained in each sub-committee plan are outlined below.

~~*A. ENVIRONMENT/QUALITY OF LIFE*~~

~~The land use plan created by the Environment sub-committee focused on reducing density and development potential within the Service District. Highlights of the plan include:~~

- ~~altering the Service District boundary to be that area bounded by the South Run floodplain limits, Route 15/29, and Route 215, and also include Vint Hill Farms Station;~~
- ~~the area south of South Run would remain all residential at a development density of one dwelling unit per acre;~~
- ~~the area bounded by Route 600 to the north, Route 793 to the west, Route 215 to the east and Vint Hill to the south, be planned for residential uses, and developed at densities of one to three dwelling units per acre (low density residential) and four to six dwelling units per acre (medium density residential);~~
- ~~commercial development along Route 15/29 be limited to existing businesses;~~
- ~~new commercial/retail services and employment uses be focused at Vint Hill Farms Station, and developed as a 'village' concept; and~~
- ~~the village area at Vint Hill consist of a slightly denser core of commercial, retail and residential uses and have a strong pedestrian orientation to development.~~

~~*B. LAND USE*~~

~~The Land Use sub-committee's proposed land use plan maintained the existing Service District boundary. The main components of the plan include:~~

- ~~the area south of South Run, including the Snow Hill community, but excluding Vint Hill, remain all residential and developed at a density of one dwelling unit per acre;~~
- ~~medium density residential uses (4-6 dwelling units/acre) are proposed in the area between South Run and Route 600, as far east as Route 676;~~
- ~~residential uses at a density of one dwelling unit per 10 acres are proposed for that area outside of the Service District, and situated east and west of Route 215, as well as that area within the Service District and bounded by Route 600, Route 215, and South Run. This proposed density would be consistent with the Rural Crescent concept of the adopted Prince William land use plan;~~
- ~~commercial uses proposed within the area bounded by Route 15/29, Route 600 and Route 676 extended, and along the east side of Route 676 extended;~~
- ~~preservation of the Route 15/29 corridor into Fauquier County to maintain the 'rural feel' of entry into the County; and~~
- ~~creation of Overlay Districts for the Route 15/29 and Route 215 corridors to assist in maintaining existing stands of trees, important viewsheds, and creating a 'gateway' into the County.~~

~~*C. PUBLIC FACILITIES*~~

~~The Service District boundary remained unchanged in the Public Facilities proposed land use plan. Specific features of the plan include:~~

- ~~a village center and commercial highway business district identified in the area bounded by Route 15/29, Route 600 and Route 676 extended. This commercial center is not intended to regional in scope, but rather community-based with New Baltimore residents being the primary users;~~
- ~~a hierarchy of uses be developed for this commercial area which complement, and not compete with, the commercial/service activities envisioned for Vint Hill;~~
- ~~low density residential uses at a density of one dwelling unit per acre planned for the area south of south Run and including the Snow Hill community;~~
- ~~medium density residential (one to four dwelling units per acre) proposed for areas situated between South Run and Route 600;~~
- ~~a new school site located adjacent to, and immediately east of C. Hunter Ritchie Elementary School;~~
- ~~a park/recreational facility proposed for the area bounded by Route 15/29, Route 600, Route 676 extended, and Route 215. This facility to be linked to the village center, and existing and proposed school sites;~~
- ~~a bicycle/pedestrian network to be incorporated into the plan; and~~
- ~~the existing Village of New Baltimore identified as an historic area requiring special planning considerations.~~

~~*D. TRANSPORTATION*~~

~~Three major features of the transportation sub-committee land use plan included the alteration of the Service District boundary, areas of increased density south of South Run, and traffic pattern changes. The Service District was decreased in size through the removal of the Snow Hill community from the Service District. Other components of the plan include:~~

- ~~low density residential uses (one unit per acre) located in the area south of Route 600 and west of Route 793, and excluding Vint Hill Farms Station. The exception to this is the Gerber tract, which is planned to be developed at a density of two to four dwelling units per acre. This tract is located on the west side of Route 676 midway between Route 605 and Route 600;~~
- ~~medium density residential (3-4 dwelling units per acre) uses proposed for the area immediately north of Vint Hill and bounded by Route 793, Route 652 and Route 215 due to its location adjacent to Vint Hill;~~
- ~~residential uses at a density of one dwelling unit per ten acres planned for the area outside of the Service District situated north of Route 600, and west of Route 215;~~
- ~~two school sites are proposed. They are situated at the south end of the Service District, on the west and east sides of Route 676;~~

- a mixed use center, consisting of industrial, commercial and residential uses, located in the area bounded by Route 15/29, Route 600 and Route 676. The non-residential land uses and services in this location serve the New Baltimore Service District community, and supplement the land uses planned for Vint Hill;
- possible reconstruction of Route 215 to four-lanes;
- recommended realignment of Route 676 through the 'Waterfield' tract and Vint Hill; and
- traffic circles at the intersection of Route 600/676 and further north along Route 676 extended.

E. COMMON ELEMENTS OF THE PRELIMINARY SKETCH PLANS

As the above descriptions of the four sub-committee plans demonstrate, there are common elements among the plans. They are as follows:

- all sub-committees identified low density residential development occurring south of South Run at a density of one dwelling unit per acre;
- three of the land use plans identified a mixed use development, termed 'village', in the area bounded by Route 29, Route 600 and Route 676 extended. These plans envisioned the village area to be comprised of commercial, employment and residential uses. The commercial component was to be community based in scope and to complement, not compete, with the commercial uses planned for Vint Hill;
- all four sub-committees envisioned more intensive uses located at Vint Hill, and not within the Service District; and
- all groups recognized a need to create a transition area, in terms of medium to less intensive development, into the community. There was also an established objective to assure the plan's development density to the east was consistent to the adjoining land planned at one (1) dwelling unit/ten (10) acres as part of the Rural Crescent contained in Prince William County's adopted Comprehensive Plan. Specifically, two land use plans identified areas outside of the Service District, situated east and west of Route 215 and south of the Route 29/215 intersection, for residential uses at a density of one unit per ten acres.

F. POPULATION IMPACTS OF THE PROPOSED LAND USE PLANS

1. Preliminary Projections

Population projections were developed for each land use plan in order to determine the net growth resulting from the proposed plans. The methodology applied to forecast population at full development of the Service District was based on development type and development densities. The specific methodology was as follows:

- for each plan, the total acreage of each proposed land use type was calculated;

- based on this acreage, the number of dwelling units per acre associated with that land use was determined;
- a population range for each land use type was developed by multiplying the person per household figure with the number of dwelling units in that land use. The low and high person per households figures of 2.1 and 2.8, respectively, were used. The 2.1 figure is the established person per household number used in the Comprehensive Plan to forecast population, and the 2.8 figure is used since it represents the 1990 Census average number of persons per household for Fauquier County.

Area calculations and dwelling unit potential were not adjusted to account for areas designated as floodplain or for soil quality within the Service District. In addition, the 'Waterfield Development' at a total housing count of 1,070 dwelling units at the time, was included in each of the sub-committee's population projections. At this point in the planning process, the Waterfield Development had not yet been approved for 667 dwelling units. Lastly, while the Environmental sub-committee proposed amending the Service District boundary to include only that area north of South Run, population projections were based on the entire Service District as the area south of South Run is primarily built out and the remaining undeveloped area will continue to be developed over time.

Applying the above methodology to the proposed land use plans, the overall dwelling unit count and population projection at full build-out ranged from a low of approximately 5,965 units and 12,527 persons, to a high of 7,108 units and 19,900 persons. Specifically, the dwelling unit and population ranges for each plan were as follows:

Table 1: Dwelling Unit Totals and Population Forecasts of Proposed Sub-Committee Plans

	Dwelling Unit Totals		Population Projection	
Sub-Committee	Low	High	Low	High
Environment/Quality of Life	6,680	6,830	14,028	19,124
Land Use	6,508	7,108	13,667	19,902
Public Facilities/Utilities	5,965	6,190	12,527	17,332
Transportation	6,063	6,293	12,731	17,619

Comparing the projected dwelling units and population of the four proposed land use plans to that shown in the 1992-2010 Comprehensive Plan, these projections are less than that contained in the Comprehensive Plan. Currently, the Comprehensive Plan estimates that if all residentially zoned lands were fully developed, there is a potential for 9,641 dwelling units within the Service District supporting a population range of 20,246 to 26,995. This population projection is based on the ratios of 2.1 to 2.8 persons per dwelling unit.

2. Adjusted Projections

A goal of the citizen planning committee was to restrict the provision of sewer to only that area situated north of South Run. This goal was a result of their objective to manage growth and its timing within the Service District, and the limited sewer expansion capacity of the Vint Hill Sewage Treatment plant. The limitation on capacity expansion was a function of cost, as well as the plant's location within the Occoquan Watershed and associated State regulations and design and performance restrictions and guidelines. With the committee's objective to limit sewer and the restrictive regulation of the State regarding wastewater treatment plants located in the Occoquan Watershed, the amount of development south of South Run would be based on the drainfield capacity or potential of existing soils.

To better project development south of South Run, a closer examination was undertaken of the existing soil conditions within the Service District. The County Soil Scientist indicated that soil types east and west of Route 676 were different and would permit varying levels of residential development based on their carrying capacity and suitability for conventional drainfield systems. Specifically, soils in undeveloped areas east of Route 676 could permit development at a density of approximately one unit per 6 acres, while development on the west side of Route 676 could occur at a density of one dwelling unit per 3 acres. Based on these findings, in actuality, development would most likely occur at densities lower than the one dwelling unit per acre originally anticipated.

The above noted development densities, based on existing soil conditions, were then applied to the four land use plans, and potential dwelling units and population projections were re-calculated. The projections shown below are based on the premise that while sewer facilities may eventually be provided within the Service District, the provision of public sewer would be restricted to that area north of South Run and the Waterfield community. Development south of South Run would occur using drainfields and thus be subject to existing soil conditions.

Applying these revised development densities (1 unit/6 acres east of Route 676 and 1 unit /3 acres west of Route 676) to the four land use plans, the following dwelling unit and population projections were calculated.

Table 2: Proposed Dwelling Unit Totals and Population Projections

		Population Projection	
Sub-Committee	Dwelling Unit Totals	Low	High
Environment/Quality of Life	5,336	11,206	14,941
Land Use	5,679	11,926	15,901
Public Facilities/Utilities	5,047	10,599	14,132
Transportation	4,567	9,591	12,788

As illustrated in Table 2, the potential population of the New Baltimore Service District would be significantly lower than that currently projected in the 1992-2010 Comprehensive Plan.

G. TRANSPORTATION ANALYSIS OF LAND USE PLANS

Based on the NBSD Committee plans and recommendations, Kellerco, Inc., the County's transportation consultant, prepared both short and long-term transportation plans for the Service District. The primary task was to complete a transportation plan which:

- Identifies an internal road network needed to serve modest community growth; and
- Plans and protects access points onto Route 15/29, which is planned as a Rural Freeway with limited access.

Since Route 29 has been identified as one of the high priority corridors in the National Highway System, VDOT is completing long range feasibility studies for this corridor in three (3) segments:

- Warrenton to Centreville;
- Charlottesville to Warrenton; and
- Charlottesville to the south state line.

With VDOT undertaking planning studies in the Rt. 29 corridor, the County needs to take a more global approach to transportation planning in New Baltimore. It was emphasized that when planning for an area with a rural freeway passing along its border, it is critical to look beyond the planning area and examine the growth occurring outside of its borders. With Rt. 29 extending from Northern Virginia, through Fauquier County, to the North Carolina border, it must be recognized that development occurring outside of the New Baltimore area will impact the traffic flow along Route 29 within New Baltimore. In 1996, the Virginia Department of Transportation recorded traffic volumes along Route 29, in the vicinity of New Baltimore, between 36,000 and 38,000 vehicle trips per day. By 2020, these volumes were expected to increase to 49,000 to 61,000 vehicle trips per day.

Recognizing existing and projected through regional traffic volumes along Route 29, it has become essential to proactively plan and protect the community's access while at the same time ensuring the highway's intended purpose (i.e. to move people) was achieved. As a result, Section V of this plan amendment outlines a transportation element which identifies the preferred road network needed to support New Baltimore at full development, with Route 29 constructed as a limited access highway. The new roads and alignments will be subject to continued review and refinement with community growth or plan updates. The 5-Year Transportation Action Plan identifies key actions, improvements and priorities for primary and secondary roads.

~~**A. CONSENSUS PLAN**~~

FUTURE LAND USE

~~*OVERALL*~~ *LAND USE PLAN SUMMARY*

The New Baltimore Service District is approximately 6,800 acres in size, and located in the east central part of Fauquier County. While the distance from the district's boundary to the Prince William County line varies, its ~~western~~ eastern boundary on U.S. 15/29 is approximately one (1) mile ~~two (2) miles~~ from the Fauquier-Prince William County border. For the most part, U.S. 15/29 forms the Service District's northern boundary, the exception being where U.S. 15/29 bisects the Snow Hill community from the remainder of the Service District. Routes 605 (Dumfries Road) and Route 602 (Rogues Road) form the western and southern service district boundaries, respectively, and Route 215 (Vint Hill Road) and Vint Hill Farms Station form part of the eastern boundary.

Due to the lack of public sewer, residential development within New Baltimore has developed historically at a ~~minimum~~ maximum density of one (1) dwelling unit per gross acre and commercial developments have primarily been in the form of highway convenience retail, storage and warehousing. The scale and character of this development is now expected to change when the first expansion phase of the Vint Hill wastewater treatment plant becomes operational to 600,000 gallons per day in approximately June of 2007.

The purpose of the New Baltimore Service District Functional Plan is to provide a template for managed growth which is appropriate to the community and can be supported by existing and planned public utilities. One of the major features of this plan is that ~~higher intensity uses, such as~~ higher density residential and commercial uses ~~activities~~ are restricted primarily to only those areas north of South Run, with the exceptions being ~~of The exceptions to this statement are expected~~ Vint Hill and the Brookside communities. A second major feature is the retaining of lands, located outside and to the northeast of the Service District, as rural agriculture lands (refer to section 4: Land Adjacent to the Service District for more details). Figure 1 presents the land use plan for the Service District at build-out.

The land use and transportation plans for New Baltimore represent the community's vision and recommended blueprint for full build-out. The proposed land use plan outlines development relationships, including residential densities for future neighborhoods, business expansion, location of proposed schools and other basic public facilities, and needed road network improvements to support anticipated service district growth.

The New Baltimore Service District Plan represents full build-out due to the following factors:

- Public wastewater capacity constraints, cost and Occoquan Policy restrictions;

- Prohibition of private community wastewater treatment facilities[1];
- Soil carrying capacity to support future drainfield systems;
- Existing residential zoning patterns;
- Existing residential subdivision and development; and the
- Cost of providing adequate public school facilities and staffing.

Once full development thresholds outlined within this plan are reached, it is recommended that this service district boundary and density not be expanded any further.

LAND USES SOUTH OF SOUTH RUN

Low density residential development, planned up to ~~at a density of~~ one (1) dwelling unit per gross acre, is the primary use and density designated for this area. Sewer services are not planned to extend into this area; however, there are three (3) exceptions. ~~to the aforementioned statements~~. ~~The first is the Waterfield community which will be planned at a density of approximately two (2) dwelling units per gross acre and will be provided with sewer services which the developer has fully proffered.~~ The ~~second~~ first exception is the existing area designated Planned Industrial (Area 4 on Figure 1), located on the south side of U.S. 15/29 and currently zoned for Industrial Park and General Industrial uses. This district is planned for uses where typically the primary industrial activities are conducted within an enclosed structure and minimal environmental impacts are produced. The ~~third~~ second exception is Vint Hill which is planned to be a mixed-use ~~employment-oriented village with limited residential uses~~ planned community with commercial office, retail, residential and continuing care components on a large park or campus-type setting. (refer to section B.5 for further details). The third is the Brookside community, with an overall residential density of one unit per acre, located just south of Vint Hill.

LAND USES NORTH OF SOUTH RUN

A mix of neighborhood commercial and ~~highway commercial, and~~ commercial business uses are planned for the triangular area bordered between U.S. 15/29, Rt. 600 and Rt. 676 ~~located northwest of the intersection of Rt. 600 and Rt. 676 (Extended).~~ The ~~highway~~ commercial business uses ~~are~~ have primarily oriented along U.S. 15/29, while the neighborhood commercial and residential uses are ~~sited~~ planned along both Rt. 600 and to the north on Rt. 676 ~~Extended, north of Rt. 600~~. ~~The area situated between the highway and neighborhood commercial areas, and including that area on the south side of Rt. 600 at the Rt. 676 intersection,~~ The "Neighborhood Center" designated on the Land Use Plan is planned for a mix of commercial and residential uses ~~mixed commercial/residential uses~~. Residential densities within this area will range between one (1) and three (3) units per acre, ~~with the lower densities at the edges and the higher densities in the core.~~ In addition, dwellings above retail and office uses are encouraged.

[1] § 7-502.3 of the Fauquier County Zoning Ordinance states "Public and private central sewer systems shall not be permitted outside any service district, not permitted inside designated non-sewered areas within service districts of the Comprehensive Plan, except to correct existing health problems on developed lots."

The commercial uses ~~will~~ should be ~~planned~~ built at a scale which serves the local neighborhood.

Due to its compactness in size and complications presented by the 100-year floodplain, this area must be proactively planned with the result that both existing and future development be linked through a combination of service drives and inter-parcel access points. This action becomes more critical with the limited access design planned for U.S. 15/29, future VDOT closure of designated median cuts (crossovers), and the declining inventory of undeveloped land and opportunities for these critical transportation links. As a result, coordinated and planned access to these properties is a high priority and, in the future, it needs to emphasized that access in this area will need to be redirected from U.S. 15/29 onto Rt. 600.

The southeast and southwest quadrants of the Routes 676/600 intersection is also planned as a "Neighborhood Center". On either side of this land use category are residential neighborhood densities proposed ~~at a density of~~ up to three (3) dwelling units per acre. ~~are planned on the south side of Route 600 in the vicinity of the Rt. 600/676 Extended intersection.~~ The County Comprehensive Plan describes low density residential uses as single family homes at a density ~~of~~ between one (1) and three (3) units per acre. ~~1-3 dwelling units per acre.~~ As such, this area ~~(3 du/acre)~~ is still within the low density residential range, yet is planned at a level which will enable the cost-effective provision of sewer services. Townhouses, single family attached dwellings, and multi-family dwellings are not planned within this land use designation at this location. However, a residential use above retail is allowed in the Commercial-1 zoning district, subject to a Special Exception approval by the Board of Supervisors. See Table 2 for corresponding zoning districts that are allowed within the "Neighborhood Center".

The tract of land bounded by Vint Hill, Route 215, Route 600 and Route 793 is designated for rural agriculture and lower density residential uses. The Zoning Ordinance determines the number of lots permissible. ~~Densities will range generally from 1 dwelling unit/10 acres to 1 dwelling/30 acres, depending on parcel size and other associated factors.~~

LAND ADJACENT TO THE SERVICE DISTRICT

Buckland Farm Area

Much of the land immediately northeast of the Service District is zoned Rural Agricultural (RA) and Rural Conservation (RC) ~~and planned for lower density residential uses, with a total an~~ and abuts Prince William County. The allowable number of dwellings per acre based on a "sliding scale" as defined in § 2-308 of the Fauquier County Zoning Ordinance for Rural Agricultural zoning. ~~ranging from 1 unit/10 to 30 acres based on existing zoning.~~ While lands outside of a service district are typically designated for rural/conservation lands uses, it was considered important to include these lands in the 'planning area'. ~~The purpose of planning for this area is to achieve a transition in the intensity of uses in the move from a rural to 'urban' environment, and to~~

~~establish consistent land use planning with the 'Rural Crescent' concept in adjacent Prince William County. The Rural Crescent concept involves the planning of agriculture/estate land uses on ten (10) acre lots.~~

Another objective of the plan is to retain this area's agricultural, historical and open space character as the hard edge to the Service District. Such a strategy is also compatible with the adjoining "Rural Crescent" of Prince William County's Comprehensive Plan and the historic Buckland community. This area had key movements during the Civil War. After defeat at Bristow Station, Major General J.E.B. Stuart and his cavalry shielded in 1863 the withdrawal of General Lee's army from the vicinity of Manassas Junction. Union cavalry under Major General J. Kilpatrick were lured into an ambush along the Warrenton Turnpike (U.S. 15/29), were routed, scattered and chased five miles in an affair known as the "Buckland Races" or Buckland Mills. Its historic heritage needs to be carefully considered and protected with any development or improvements proposed in this location.

It is encouraged that land located in the nationally-significant Buckland Battlefield be put into a conservation easement. A conservation easement can offer financial incentives such as tax credits to land owners. County staff is available to assist land owners in this process.

Another way to preserve the Buckland Battlefield from development is for the development community to utilize the Conservation Easement Incentive Overlay District, described in Section 4-800 of the Zoning Ordinance. With a special exception application, one might qualify to transfer development rights from the Buckland Battlefield area within 5,000 feet of the Service District into the receiving areas of AB.1 and AB.2 (reference Figure 2) of the New Baltimore Service District. All key battlefield locations countywide are subject to policies and guidelines presented in Chapter 2: Natural and Historic Resources as revised periodically.

Village of New Baltimore

This small community is not part of the Service District. Located just north of Route 15/29 and east of the Snow Hill neighborhood, it holds a valued, historical place in this area's overall development. The Village is on both the Virginia Landmarks and National Register of Historic Places. It is situated at the base of Pond Mountain, at the junction of the old road from Warrenton to Alexandria (known as Old Alexandria Turnpike) and two smaller roads that wrapped around Pond Mountain to Thoroughfare Gap (Rt. 674: Georgetown Road and Rt. 600: Beverley's Mill Road). The Village encompasses approximately 80 acres, includes 25 properties and 56 contributing buildings, with the majority of buildings ranging in date from the 1820s to the mid-20th century. The front portion of the Kube Farm, extending from the intersections of U.S. 15/29 with Old Alexandria Pike and Beverley's Mill Road, is included in both registers and had land carved from its acreage to form portions of the village.

The James Hampton's Tavern is the most prominent building (circa. 1823) with both the Marquis de La Fayette and President Andrew Jackson making stops. During the Civil War and due to its strategic location of major roads, New Baltimore was often the scene of troop movements. The original Broad Run Baptist Church, located outside the historic area designation, was apparently burned by Federal troops, destroying a century old landmark of the community.

This gateway area through the Service District needs to be considered and protected as improvements are being planned and considered along this key state primary roadway.

GROWTH MANAGEMENT

Phasing of Growth. ~~Development of the Service District is planned in two (2) phases. Phase 1 is planned for the 2000-2010 time period, and Phase 2 is planned for years 2010-2020 (note: these Phases do not correspond to the phase numbering and associated planning periods currently utilized in the County's Comprehensive Plan). Phasing of development and the allocation of sewer services are based upon available sewer capacity and the restriction of higher intensity uses to only those areas north of South Run, except for the three (3) exceptions previously noted.~~ The New Baltimore Service District does not phase and expand sewer and water expansion into discrete areas within specified timeframes. The principal reason is that the Vint Hill wastewater treatment facility is restricted in its phases and ultimate capacity. As a result, the District is organized into two basic service categories: (1) Sewer and Water Service Area (AB.1, AB.2, AB.3) and (2) Non-Sewered Area (A), which are explained later in the Public Utilities section of this plan. ~~Subsection F outlines the phasing of sewer services in greater detail.~~

All lands north of South Run, which drains to Lake Brittle, and generally west of Shepherdstown Road, plus Vint Hill and Brookside are planned ~~as Phase 1 lands, and thus~~ to be developed with public water services and sewer services available on a first come first serve basis until planned residential and commercial sewer capacity limits are met. ~~and receive for both public sewer and water services in the year 2000-2010 time frame~~. ~~Phase 2 lands are those designated~~ All remaining areas within the Service District are planned only for public water service. ~~for residential uses and planned at a density of one unit per ten (10) acres. They are planned to be developed and receive sewer services post 2010 based upon availability~~.

~~While not located north of South Run, the area designated as light industrial is planned to receive sewer services in the Phase 1 time period.~~

VINT HILL ~~FARMS~~

Historical Information

~~In June 1993, it was announced that~~ Vint Hill Farms Station, a U.S. Army base of approximately 701 acres in size, was scheduled for closure as part of a Base Realignment and Closure program in June of 1993. Through a federal grant, the Fauquier County Board of Supervisors hired a consultant and established a Task Force to ~~address the base~~

~~closure. The Office of Economic Adjustment of the Department of Defense provided funding to hire a full-time Executive Director of the Task Force and a consultant to~~

TABLE 1: EXISTING AND PLANNED LAND USE BY ACRE

	Acreage	Floodplain Acreage	Developable Acreage		Potential Dwelling Units	
			Phase 1 (2000-2010)	Phase 2 (2010-2020)	Phase 1 (2000-2010)	Phase 2 (2010-2020)
North of South Run						
Comm. - Comm. Highway	111	21	90		—	
Commercial Neighborhood	45	—	45		—	
Mixed Use			120			
— Commercial	44	23	21			
— Residential	115		115		345	
Industrial - Technology	701	—	701		300	
Institutional/Open space	38	—	38		—	
Residential						
— 1 du/acre	312	73	239		215	
— 3 du/acre	175	39	136		408	
— 1 du/10 acres	351	31	320	320	32	32
South of South Run						
Comm. - Neighborhood	7	—	7		—	
Industrial - Light	70	—	70		—	
Institutional/Open space	26	—	26		—	
Residential						
— E. of Rt. 676	1,243	74	1,169		603	
— W. of Rt. 676	2,872	81	2,791		1,788 1,941	
— Waterfield	440	—	440		667 601	
Snow Hill	706	—	706		635	
TOTAL	**7,256**	**342**	**6,594 6,914**	**320**	**4,961 5,080**	**32**

Comm. - Commercial
DU - dwelling units

TABLE 1: EXISTING AND PLANNED LAND USE BY ACRE

	Acreage Estimate[2]	Potential Dwelling Units
North of South Run		
Commercial Business	97	- -
Commercial Neighborhood	26	- -
Neighborhood Center[3]	120	360
Village Center[4]	701	324
Institutional/Open space	64	- -
Residential		
1 du/acre	239	215
3 du/acre	173	408
~~1 du/10 acres~~	~~320~~	~~32~~
South of South Run		
Comm. - Neighborhood	7	- -
Industrial - Light	70	- -
Institutional/Open space	26	- -
Residential		
E. of Rt. 676	1,169	603
W. of Rt. 676	2,791	1,941
Brookside	440	601
Snow Hill	706	635
TOTAL	**~~6,949~~ 6,629**	**~~5,119~~ 5,087**
du - dwelling units		

[2] Floodplain is not included in this acreage estimate.

[3] Neighborhood Center ~~Commericial Neighborhood~~ is intended for a mix of residential and commercial uses, with residential units not to exceed 3 units per acre.

[4] The ~~residential and commercial development potential for the~~ residential, commercial, industrial and Village Center development for Vint Hill Village Center is limited by 400,000 gpd of sewer. Vint Hill EDA plans are currently for 324 residential units.

prepare a Base Reuse Plan. In June 1995, a report entitled "Vint Hill Farms Station Preferred Reuse Plan" (PRP) was completed by the consultants and adopted by both the Task Force~~. Two months later this Preferred Reuse Plan (PRP) was adopted by~~ and the Board of Supervisors.

The PRP outlined a land use program for Vint Hill that balanced facility reuse and new construction opportunities within the County's overall employment and economic objectives for Vint Hill, which are job and tax base creation. It was intended to create a community of sufficient diversity and resources to provide an attractive adjunct to the adjacent New Baltimore Service District. It established a mixed use community with primary emphasis on innovative technology. The design of the employment area was to be a campus-type setting. Other possible uses on the site included research and development, office/service, retail, golf course, recreational facilities, and a small residential component.

In October 1996, the Vint Hill Farms property was incorporated into the Service District and designated as a Planned Industrial Technology Park. The specific details of the PRP were not incorporated into the Comprehensive Plan in order to allow the Vint Hill Economic Development Authority, or successor, flexibility in marketing and developing the property without an amendment to the Plan.

~~This document does not change the fact the PRP is adopted in concept, and not in detail. Even today the specifics of the plan are changing. However, this~~ The Service District Plan does recognizes ~~that the focal point of New Baltimore has been redirected in the long term to be the Vint Hill community. This~~ hub has resulted from the fact that the ~~Vint Hill PRP incorporated a village core which is characterized by a neo-traditional development form, that meaning, a tighter development pattern and a mix of residential and office/retail commercial uses within approximately a one-half mile radius.~~

~~It has been previously recommended in the Comprehensive Plan that a PITD zoning district be added to the Zoning Ordinance for the benefit of Vint Hill. However, the Planned Residential Development (PRD) and Planned Commercial Industrial development (PCID) Districts have been amended to accommodate the redevelopment of former federally owned property. These amendments are compatible with the Planned Industrial Technology Park designation within this plan. It is expected that the Vint Hill EDA will take advantage of these existing Zoning Districts categories in any rezoning application submitted for Board of Supervisors consideration and action.~~

Zoning

In 1999, the Board of Supervisors approved the Vint Hill EDA rezoning application. The property's zoning district categories are now Planned Residential Development (PRD) and Planned Commercial Industrial Development (PCID). The EDA transferred ownership, operation and maintenance of the 0.246 mgd Vint Hill wastewater treatment facility to the WSA. A new replacement facility is being constructed and the initial capacity will be 600,000 gallons per day (gpd), while the final expansion module will

provide 350,000 gpd of added capacity. As part of the compensation for turning over the treatment facility for New Baltimore over to the WSA, the WSA has pledged to treat up to a total of 250,000 gpd of discharge in the first upgrade and to ultimately treat up to 400,000 gpd of discharge exclusively from Vint Hill customers.[5]

Community Expectations

Due to the Brookside Parkway corridor which links Route 605 to Route 215, the New Baltimore Service District Plan envisions Vint Hill to include a Village Center. This neo-traditional hub is expected, for example, to include restaurants, theater, retail and office space, mixes of 2nd and 3rd floor apartments and condominium units, single-family attached units (with some provision for workforce housing), a stream valley park connected to the overall Vint Hill park and open space elements, linked to internal and perimeter trails as well as to the Brookside community trail system. This village core will require-multiple access points to the Brookside Parkway and Route 602.

This document does not change the fact the Preferred Reuse Plan is adopted in concept, and not in detail. Even today, the specifics of the plan are changing. However, this Service District Plan does recognize that the focal point of New Baltimore has been redirected in the long term to be the Vint Hill Village Center. This hub has resulted from the fact that the Vint Hill PRP incorporated a village core which is characterized by a neo-traditional development form, that meaning, a more compact development pattern and a mix of residential and office/retail commercial uses within approximately a one-half mile radius. This core is in addition to commercial, industrial and residential areas already existing or planned within Vint Hill.

The Planned Residential Development (PRD) and Planned Commercial Industrial Development (PCID) Districts need to be amended for areas designated in the Comprehensive Plan as Village Center or Neighborhood Center areas. The amendment would allow commercial and office development pursuant to C-1 standards, as modified through the rezoning process, and consistent with Comprehensive Plan and applicable guidelines.

In the Village Center, it is expected that commercial uses be a leading element in the initial phases of development.

OBJECTIVES, POLICIES AND IMPLEMENTATION STRATEGIES

The objectives and policies outlined herein establish the framework for development in the ~~pattern of the~~ New Baltimore Service District. In addition, these objectives provide direction for both modest residential and non-residential growth, and the provision of public utilities and facilities. The implementation strategies outline the means by which the objectives, and thus the intent of the New Baltimore Service District Plan, can be achieved.

[5] Information based on purchase agreement Sewer Agreement between Vint Hill EDA and the WSA on February 25, 2000.

General Policy: All future land development projects within the planning area boundaries should be consistent with the New Baltimore Service District Land Use and Transportation Plans, guidelines and recommendations.

RESIDENTIAL LAND USE

Objectives

- To protect property owner investments and quality of life while accepting new residential and commercial growth.

- To achieve a mix of uses in New Baltimore which provide for a well rounded community including housing, jobs, services and facilities that support environmental and quality of life objectives.

- To ensure the design of all new developments with respect the overall character of New Baltimore as well as individual neighborhoods.

- Encourage the use of clustering for residential development to create open spaces, preserve natural features, and provide natural separations between otherwise incompatible uses.

- Encourage small residential clusters to promote neighborhood identity and a sense of place.

- Where subdivisions abut one another, encourage the parkland of each subdivision be situated adjacent to one another to create an overall larger park.

Policies

- Residential projects are encouraged to be designed pursuant to County cluster design regulations in order to provide a balanced mix of community facilities, <u>restaurants</u>, ~~limited~~ shopping and business services, housing types, and open space and associated recreational facilities.

- The integrity of established neighborhoods shall be protected from the intrusion of conflicting land uses and through traffic.

Implementation Strategy

- Develop criteria for proposed residential rezoning applications located in designated areas of the plan. The criteria will serve as a review guideline and will be used in conjunction with the established standards contained within the applicable Zoning Ordinance District and land development regulations.

Recommended Criteria:

- Residential Projects up to one unit per gross acre: Such projects are justified when they can meet existing subdivision and applicable land development requirements, including VDOT street design standards.

  Public sewer is not a requirement for projects at this density scale, unless the site is located in a designated WSA area with existing or planned sewer service. If WSA service is not available then the project's density will be limited to the number of County Health Department issued permits for conventional and individual lot septic system/drainfields.

- Residential Projects with densities ~~greater than or equal to one (1) or~~ up to three (3) dwelling units per gross acre: To receive County consideration for the density range, the developer/property owner shall demonstrate in the rezoning application and associated proffered commitments that the following six (6) minimum criteria have been achieved:

  a. Public sewer and water service shall be provided through the Fauquier County Water and Sanitation Authority. (Presently, Vint Hill has its own water supply for Vint Hill customers.)

  b. Provision of cash contribution(s) or land dedication commitment(s) for public facilities, such as schools, fire and rescue station, library, and associated uses, which are directly attributable to the proposed project, and/or the

  c. Construction or cash contributions for the phased off-site road improvements, signalization, and dedication of essential rights-of-way needed for future road network improvements serving the proposed project. This need is established through the developer/property owner-prepared Traffic Impact Study as well as VDOT and County analysis. (Note that the study parameters, assumptions and criteria are established and mutually agreed upon at a mandatory Zoning Pre-Application Meeting by the Applicant, VDOT Resident Engineer and the Department of Community Development.) Density credit consideration can be provided for identified improvements and land dedications which exceed VDOT requirements for the project's traffic generation and complete(s) element(s) of the County's Transportation Plan.

  d. Dedication of community parkland and/or contributions toward the construction of park facilities, fields and trails serving New Baltimore, and identified in the County's Capital Improvement Program;

  e. Provision of usable and accessible open space areas through easements for passive public recreational opportunities for residential projects over fifty

(50) units. The developer/property owner must ensure there is onsite preservation, protection or restoration of any resource which has architectural, historical or scenic significance to the heritage of Fauquier County; and

g. Provision of additional public facilities or innovative designs which benefit the proposed project and adjoining residential neighborhoods or business community. These amenities must be clearly identified by the developer/property owner and justification provided on why a density credit is warranted.

Other criteria might include a provision for workforce housing and innovative or neo-traditional building design.

COMMERCIAL LAND USE

~~Three (3)~~ Four (4) types of commercial areas are planned within the Service District. They include Commercial Business ~~Highway~~, Commercial Neighborhood and ~~Mixed Use~~ Neighborhood Center and Village Center land use categories as defined below:

- Commercial Business ~~Highway~~ - contains general commercial uses where vehicle access is the norm. The district should serve the needs of both the local community and the motoring public. Needs to adjoin U.S. 15/29 and the area shall be limited to that as presented in the Land Use Plan

- Commercial Neighborhood - this area is generally a town business center type district allowing neighborhood commercial activities, service convenience shopping, and limited residential uses. The areas designated in the Land Use Plan should be located so as to provide pedestrian access to and from nearby neighborhoods. The size should relate to the neighborhoods it serves, and the configuration should allow for internal pedestrian movement.

- Neighborhood Center - this category is planned to provide a limited range of commercial retail, service and office uses, as well as civic and residential uses. These uses should generate traffic/parking impacts characteristic and compatible with local neighborhoods and schools. (Refer to Table 2.) This designated area of New Baltimore should be built to serve the existing and planned neighborhoods. The following elements comprise the neighborhood vision for the area:

    - Walkability: The area should be designed and built with the pedestrian in mind, complete with sidewalks, crosswalks, and pedestrian connections to surrounding neighborhoods.

    - Mixed-Uses: A neo-traditional mixture of commercial, business, institutional and residential is strongly encouraged. Segregated land uses are discouraged within the Neighborhood Center.

- Residential density up to 3 units per acre may be considered, including: single-family detached, apartments and condos. Apartments and/or condominium units are encouraged above commercial space. These units should provide a mix in size (e.g. between 600 and 1200 square feet and 1 and 2 bedrooms.). A mix of residential with commercial will provide an element of safety and viability for the area.

- Workforce Housing: Workforce housing should be present in this neighborhood to provide housing opportunities for a labor force that makes 80% or less of the median family income in Fauquier County. In addition, the dwelling units should be priced so that the total housing costs (including taxes and insurance) do not exceed 30% of the gross household income. These standards are set forth the Fauquier Housing Corporation, a local non-profit organization.

- Building Scale: Building footprints should not exceed 12,500 square feet and not exceed a total of 25,000 square feet. The maximum height should not exceed 35 feet.

- General Design: Rear, side and below-grade parking, as well as shared parking should be considered. Low Impact Development (LID), green building design, landscaped streets, parking lots with street trees and sidewalk trees should be addressed in each site design. Reduced setbacks are encouraged where appropriate using flexibility in Zoning Ordinance to help achieve a pedestrian-friendly, neo-traditional design.

- ~~Mixed Use~~ Neighborhood ~~Center - this category is planned to provide a limited range of commercial retail, service and office uses, as well as civic and residential uses (refer to Table 2.) Apartments and/or condominium units are encouraged including those above planned retail and office buildings. Properties developed in a zoning district category consistent with this land use, for example, may mix retail, office and residential uses, or provide only commercial or low density residential uses on a discrete parcel. The types of commercial uses permitted are those which are compatible with schools and are designed primarily to serve the local neighborhood. To achieve these objectives, the uses planned for this area should conform to predominantly daytime/daylight hours of operation, require night lighting for security purposes only, generate minimal traffic/parking impacts, and be compatible with public safety and health concerns. In general, uses within this district should preserve the neighborhood character and scale of the community and do not degrade the existing quality of life.~~

- Village Center – this land use category marks the area envisioned to serve the New Baltimore Service District in the Vint Hill environs as presented in the Land Use Plan and described in the Vint Hill section (refer to Community Expectations). This land use category is more neo-traditional in design with a pedestrian orientation and is expected, for example, to include a grocery store, restaurants, cinema, neighborhood styled shops, retail and office space, mixes of 2nd and 3rd floor apartments and condominium units, single-family attached units (with some provision for workforce housing), with a mix of parkland and other civic uses and activities.

Objectives

- Establish Vint Hill ~~Farms Station~~ as a Village Center for the New Baltimore Service District.

- Promote development that increases the non-residential tax base and does not impose a fiscal burden on New Baltimore or the County.

- Encourage investment in community-oriented, pedestrian-friendly, commercial activities in designated growth areas and discourage additional strip development along Route 29.

- Develop Route 29 as a 'Gateway Corridor' to Fauquier County and the Piedmont Region by providing a visual experience commensurate with the County's high quality environment and historic significance.

- Encourage developer/property owner participation with uses that are compatible with planned utility construction.

- Provide ~~highway~~ commercial uses along the south and east sides of Route 29 with vehicular access to service roads and limited access along Route 29. Provide local retail at Vint Hill, and neighborhood business uses in a manner which precludes the creation of a destination retail concentration or "big box" store within the Service District.

Policy

Commercial and industrial uses in designated plan areas or within proposed land development shall be appropriately scaled, landscaped and buffered to protect the integrity of adjoining and existing residential neighborhoods.

Implementation Strategy

Amend the Zoning Ordinance's Planned Development Mixed Use (PDMU) and Residential (PRD) Districts to allow residential apartments and/or condominium units above commercial buildings. Specific development guidelines and preferred, allowable uses, for areas identified as a "~~Mixed Use~~ "Neighborhood Center" within the Service District, are reflected in ~~following tables~~ Table 2. Any amendment to the Zoning

Ordinance ~~establishing~~ changing this "mixed use" concept ~~as a new District category~~ ~~will~~ should use the guidelines contained in this section as the basic building blocks. The guidelines also should be used in conjunction with the established standards contained in the applicable Zoning Ordinance District and land development regulations. It is recommended further that applicants include only those uses identified in Table 2 as the allowable uses for their site rezoning.

~~The Planned Industrial/Technology District (PITD), proposed through the Economic Development Authority as an amendment to the Zoning Ordinance, represents a "Mixed Neighborhood Center" concept, and could be used for Vint Hill. The following charts provide~~ chart provides ~~an example of the type of development guidelines and allowable uses which should be developed for a~~ in the area labeled Neighborhood Center on the ~~Land Use Plan. "Mixed Use Center" land use.~~

Commercial uses need to be encouraged within designated "hub areas" of the Service District Plan. Such areas are planned for higher residential densities, institutional/office, mixed use and village center uses. Privately developed commercial neighborhood and village center uses must be: a) consistent with the New Baltimore Service District's land use plan, b) consistent with its recommended development scale requirements, guidelines and other associated provisions; c) designed with commercial buildings planned in scale, bulk and mass similar to and compatible with the adjoining planned or existing neighborhoods; and d) the ratio of commercial to residential uses is consistent with the Service District's land use plan for the specific location.

TABLE 2: NEW BALTIMORE MIXED USE CENTER GUIDELINES

Gross Acres	160 acres
Residential Acreage	96 acres (60% of total acreage)
Dwelling Unit Density	1-3 dwelling units per acre
Open Space Ratio	20 - 30%
Civic Space	5 - 10%
Retail/Commercial/Office	64 acres (40% of total acreage)

TABLE 3: EXAMPLES OF ALLOWABLE NEW BALTIMORE MIXED CENTER USES

(Non-Residential)		
Retail	**Services**	**Other**
Eating Establishments (excluding fast food and drive-thru)	Barber/Beauty Salon	Civic/Government Center (no detention facilities)
Farmer's Market	Dance/Music Studio	Conference Center
Florist	Daycare Center	Health Club (gym/aerobics)
Forestry/Farming	Financial Institutions (excluding drive-thru)	Swimming/Tennis facility
Gift Shop (less than 5,000 sq.ft.)	Dry Cleaners (drop-off only; no chemicals on site)	Library
Greenhouse	Place of Worship	Museum
Photographic Studio	Repair, less than 3,000 sq.ft. (excluding auto/truck repair and construction equip.)	Theater (Movie or Community)
Plant Nursery	Repair, furniture (less than 5,000 sq.ft.)	Office, Business (less than 5,000 sq.ft.)
		Office, Professional (6 employees or less)
		Office, Professional (less than 5,000 sq.ft.)
		Post Office
		Public Safety Facility
		Recreation Facility (athletic and non-athletic)
		Residential apartments and/or condominiums above commercial uses.
		School, Preschool
		School, Primary
		School, Secondary/Advanced
		School, Technical (indoor)
		Spectator/Non-Spectator Field Events (Class C)

TABLE 2: EXAMPLES OF OPTIONAL, BUT ALLOWED USES IN NEIGHBORHOOD CENTER[6]

Residential	Business		
	Commercial	**Services**	**Institutional/Business**
Low Density Residential: maximum of 3 units per acre	Eating Establishments (excluding fast food)	Barber/Beauty Salon	Civic/Government Center (no detention facilities)
Residential apartments and/or condominiums above business/retail uses[7]	Farmer's Market	Dance/Music Studio	Conference Center
	Florist	Daycare Center	Health Club (gym/aerobics)
		Financial Institutions	Swimming/Tennis facility
	Gift Shop (less than 5,000 sq.ft.)	Dry Cleaners (drop-off only; no chemicals on site)	Library
	Greenhouse	Place of Worship	Museum
	Photographic Studio	Repair, less than 3,000 sq.ft. (excluding auto/truck repair and construction equip.)	Forestry/Farming
	Plant Nursery	Repair, furniture (less than 5,000 sq.ft.)	Office, Business/Professional
	Convenience/Food Store without fuel	Continuing Care Facility	Post Office
	Antique Store	Educational Services (i.e.	Public Safety Facility

[6] Compatible zoning categories: R-1, R-2, R-3, C-1, PRD, PDMU
[7] Requires C-1 zoning and Special Exception approval by the Board of Supervisors.

		tutoring, testing)	
	Video Rental	Financial services (i.e. accountant, tax preparation, stock broker)	Recreation Facility (athletic and non-athletic)
	Pharmacy	Parcel/mailing center	School, Preschool
	Bookstore		School, Primary
	Coffee Shop		School, Secondary/Advanced
	Deli		School, Technical (indoor)
			Spectator/Non-Spectator Field Events (Class C)

ENVIRONMENT, OPEN SPACE AND QUALITY OF LIFE

The New Baltimore Service District contains a number of environmental features which are critical to the character and quality of life of the community. In addition, they provide for both passive and active recreational opportunities. Examples of natural features within the Service District include Lake Brittle, Lake Ann and South Run. A full

Objectives

- Preserve and/or enhance the quality of life and environment for present and future generations through measures that protect natural and historic resources and conserve ~~natural areas and~~ open space for the ~~meet the needs of residents for passive and active~~ recreational ~~facilities~~ needs of all residents.

- Protect and enhance all ~~those lands in New Baltimore that contain certain flora, fauna, geological and hydrogeological characteristics which form~~ ecologically and environmentally significant ~~and sensitive~~ areas in New Baltimore.

- Ensure that all natural and historic resources are identified as a required first step in planning all land development and public improvements.

- Ensure the protection and conservation of surface and groundwater resources.

- Ensure the ~~measures are taken to promote~~ sound management of wetlands, floodplains, streams and water bodies. ~~, noise, stormwater management and waste management practices.~~

- Improve the water quality of all impaired streams identified by the Virginia Department of Environmental Quality (VA DEQ).

- Manage water resources to achieve and maintain unimpaired quality and sustainable quantity.

- Ensure the sound management of solid waste, wastewater, stormwater, noise and lighting.

- Preserve New Baltimore's cultural and scenic character through the conservation of archeological and historic sites and historic structures and their settings, as well as the adaptive re-use of historic structures, and the establishment of compatible land uses and site design.

- Establish identifiable and attractive focal points for the community of New Baltimore.

- Provide quality ~~open space areas~~ parks which are accessible, visible, safe and comfortable.

- Preserve the ~~'natural' quality of the~~ dark night sky.

- Provide a variety of recreational opportunities for all members of the community.

Policies

- Preserve the integrity, scenic and recreational values of stream valleys.

- Comply with the Occoquan Basin ~~Policies,~~ Policy. ~~as well as the requirements and regulations adopted pursuant to the Virginia Chesapeake Bay Preservation Act.~~

- Participate in all TMDLs (Total Maximum Daily Loads) as proposed by the Virginia Department of Conservation and Recreation (DEQ).

- Protect the maximum amount of tree cover on sites proposed for development within this plan and in conformance with County tree preservation regulations.

- Minimize the impact of night lighting to preserve the dark sky environment.

Implementation Strategies

- Implement Zoning Ordinance and Design Standards Manual tree canopy, landscape and buffering standards for all residential and non-residential development. ~~The Tree Canopy, Landscape and Buffering Ordinance contained in the proposed *Design Guidelines and Standards* meets the intent of this implementation strategy.~~

- Perform a natural and cultural resource inventory of the Service District and include this information in the County's Geographic Information System database.

- Promote private, state and federal conservation programs to advance conservation efforts through the acquisition of grants and the development of easements and dedications to protect those resources not adequately protected through regulation.

- Discourage land development that is incompatible with natural and historical resource preservation and protection.

- Encourage the use of low-impact development practices including pervious pavers, bioretention areas, filter strips and infiltration trenches.

- Develop resource setbacks to protect identified resources.

- Develop TMDL-IP (Total Maximum Daily Load Implementation Plans) as proposed by the Virginia DEQ.

- ~~Integrate sensitive environmental areas with recreational (passive) activities.~~

- Ensure development is sensitive to environmental constraints and limitations, preserves key resources within the Service District, and is restricted from occurring nearby or adjacent environmentally significant areas.

- Define and designate scenic areas, such as creeks and stream ways, for conservation.

- Encourage the development of riparian and wetland buffers.

- Encourage the use of preservation easements to protect wetlands and riparian buffers.

- Promote the preservation or development of contiguous habitat.

- ~~Develop an~~ Implement the lighting ordinance which includes 'Night Skies Policy' provisions and limit~~s~~, in general, the number of street lights except in those areas developed as 'Village' or 'Commercial' use.

PUBLIC UTILITIES

SEWER SERVICING

Historical Limitations on Development

One of the major factors influencing development and the Service District's ability to accept higher intensity uses is the provision of public sewer. ~~To date,~~ Prior to 1999, public sewer was not available ~~within~~ to the New Baltimore Service District. The former military installation, Vint Hill Farms Station, had an existing wastewater treatment plant, with a treatment capacity of 246,000 gallons per day (gpd). However, that plant was not constructed at a capacity which could serve both the military base and the Service District. Without public sewer, residential development was limited to a density of one dwelling unit per acre and the use of drainfields, while commercial development consisted primarily of warehouse/storage type uses.

~~During the planning work of the New Baltimore Service District Committee, the new residential community of Waterfield, planned for an area in the core of the Service District, was approved by the County Board of Supervisors. Part of the developer's proffer package was the advance tap fee commitment of $4 million which will provide the capital funds needed to upgrade the Vint Hill wastewater treatment plant, and increase its capacity from 246,000 gpd to 600,000 gpd.~~

Allocation of Sewer Services

The Fauquier County Water and Sanitation Authority (WSA) now owns, operates and maintains this facility. The current capacity is 260,000 gallons per day. The replacement facility has an ultimate, planned wastewater treatment capacity of 950,000 gallons per day (gpd). It will be designed and constructed in two ~~phases~~ modules. The first module for 600,000 gpd is now under construction and is expected to be operational in June of 2007. The final 350,000 gpd module will be designed, permitted and constructed prior to 2010. The County and the WSA do not envision expanding this facility beyond its planned capacity of 950,000 gpd, due to Occoquan Watershed discharge, design and performance requirements that entail elevated treatment requirements that result in extraordinary capital, maintenance and operational costs.

~~Phase 2 would be post 2010 and involves the increase in the sewage treatment facility capacity to an ultimate capacity of one (1) million gpd. This increase in capacity would be funded by tap fees paid to the WSA by business and residential users wanting to gain access to the 600,000 gpd capacity facility. Phase 2 capacity is based on the fact the treatment plant is located within the Occoquan Watershed. A capacity of greater than one (1) million gpd would result in the imposition of a significant number of discharge design and performance restrictions on the facility which would prove to be very difficult and costly to achieve.~~

The allocation of sewage treatment capacity, as presented in Table 3, was based on the County's goal to increase the non-residential tax base by providing public sewer service to the U.S.15/29 business community and the redevelopment of Vint Hill. Table 3 outlines the planned capacity allocated to the various users within the New Baltimore Service District at the Phase 1 (600,000 gpd) and Phase 2 (an additional 350,000 gpd for a total of 950,000 gpd) treatment plant capacities.

Allocation Methodology

~~In determining the allocation of sewage treatment capacity, it was known that the following users were guaranteed capacity at the facility: Vint Hill Farms, Bishops Run, Brookside and Waterfield communities, and properties with pre-purchased sewer allocation.~~ Refer to Table 3 which outlines the demands already placed on the planned capacity for the WSA wastewater treatment facility. When the 600,000 gallon/day WSA plant becomes operational, the Vint Hill Economic Development Authority ~~stated that they would require 200,000 gpd~~ has 250,000 gpd, or 42%, of that capacity reserved for the uses planned on its property. The WSA Sewer line Extension Project from Vint Hill and Shepherdstown Road to Route 600 area (east of Rt. 676): resulted in 48,490 gpd of

pre-purchased sewer taps from business and property owners along that designated route to assist in project funding. In addition, the Board of Supervisors has approved the Brookside and Bishops Run totaling 1,044 dwelling units requiring public sewer (271,440 gpd). The sewer demands from these projects alone represent 95% of the planned 600,000 gpd.

~~1 time period. As well, it was known that the residential component of the Waterfield community was set at 667 dwelling units. Based on the business community's collection of funds toward extending sewer to their property, it was estimated that within the Phase 1 time period, this group local business demand would require a capacity of approximately 166,000 102,300 gpd in the plant's first development phase. Knowing the total available sewer capacity of the Vint Hill treatment plant for the first phase expansion (600,000 gpd) and the already obligated community sewer requirements of Vint Hill, the Waterfield community, and the business community, it was determined the initial residual capacity could support 233 200 dwelling units outside of Vint Hill.~~

The allocation of sewer capacity for the ~~Phase 2 time period~~ second expansion of 350,000 gpd was based on ~~the knowledge~~ Vint Hill ~~would require~~ receiving an additional sewer allocation of 150,000 gpd, or 43% of the expansion, for a total of 400,000 gpd at its community's build-out. ~~either 300,000 gpd or 400,000~~ gpd. ~~Based on two possible sewer requirements, the next 350,000 gallon capacity plant expansion resulted in two alternatives was developed with an Option 1 and Option 2. As demonstrated in both~~ expansions ~~options, the number of dwelling units and requisite sewer requirements of the Brookside and Waterfield community remained constant, while the sewer requirements of the business community was increased by 69,000 gpd to a total sewer requirement of 235,000 171,300 gpd. Taking these various needs into consideration, it was determined that the remaining sewer capacity available from the 0.95 mgd treatment plant would allow for approximately 504 311 to 888 696 additional dwelling units outside of Vint Hill.~~ Added residential units could also be accommodated within Vint Hill, depending on the resulting sewer demand for its approved mix of business and residential development. In the remaining area outside Vint Hill and within the sewered area of the Service District, approximately 200,000 gpd is available to both business and residential development in the second expansion module. This phase has not been designed, state approved nor funded at this time.

~~Although it has been estimated that the business community will require 102,300 gpd of sewer capacity in the plant's first development phase expansion, and an additional 69,000 gpd during the second expansion (for a total of approximately 171,300 gpd), these numbers are only estimates. As noted above, the only two users guaranteed capacity are Vint Hill and the Waterfield community. The remaining treatment and uncommitted capacity (i.e. available taps) would be sold by the WSA on a first come, first serve basis. As such, the number of sewer taps and capacity acquired by the business community along U.S. 15/29 and areas zoned for non-residential development (e.g. light industrial area) will determine whether additional capacity is available for future residential development in areas designated within this plan. Conversely, if residential developments~~

~~(excluding Waterfield) purchase more sewer taps than anticipated, the amount of commercial development forecasted in Table 4 may vary.~~

~~As illustrated in Table 4, including the Bishops Run, Brookside, and Waterfield communities and Vint Hill, the first Phase 1 (Year 2000-2010) facility expansion may have capacity for an additional 233 200 residential home connections. The second Phase 2 (Post year 2010) facility expansion will have capacity for approximately 504-888-311 to 696 additional residential units. Therefore, Excluding Vint Hill, the total number of residential dwellings which are "sewer committed" or could potentially receive sewer service from the 0.95 mgd facility ranges from 1,456 to 1,841 units. However, as noted above, if either the business community or residential developers purchases more or fewer 'taps' than approximated, the amount of residential development which could occur will vary slightly from these estimates.~~

~~Figure 2 illustrates the location of the proposed and existing existing trunk sewer lines and pump stations (as contained in the Master Sewer and Water Plan), and Figure 3 shows the designated water service areas to be serviced in Phases 1 and 2~~. Figure 2 identifies two basic public utility areas:

1) Non-Sewered Area (A): Most of the Service District falls into this category. WSA sewer service is not provided. Water service is available or planned.

2) Sewered and Water Service Area (AB.1, AB.2 and AB.3): These restricted geographic locations currently have or are planned to have WSA public sewer and water service. AB.1 represents only the Vint Hill community, while AB.2 and AB.3 identify the balance of the Service District planned for both public utilities.

In the latter categories (A, AB.1, AB.2 and AB.3), new development shall be responsible, for example, for the design, funding and construction of new lines, extensions, pump stations and other allied sewer and water service improvements associated with the service as required through the WSA. It needs to be noted that private community wastewater treatment facilities are not allowed within Service Districts. In addition, WSA plant capacity estimates and actual requirements need to be monitored with any Comprehensive Plan Amendment and reviewed in the next 5-year plan review. The reason is that, if the New Baltimore Service District builds out with full business, public facilities, residential development and densities reflected in the Land Use Plan, sewer demand would exceed 1.2 million gallons per day, while the plant's ultimate capacity will only be 950,000 gpd. ~~As illustrated, only those areas north of South Run, with the exception of Vint Hill, the Waterfield community and those areas planned for light industrial uses, will be served with public sewer. A marks the service District; Non-Sewered Area. Here only public water is planned, public sewer will not be provided.~~

TABLE 4: WSA VINT HILL WASTEWATER TREATMENT PLAN (SEWER CAPACITY AND POTENTIAL DEVELOPMENT

	1st WWTP Module		2nd WWTP Module		Cumulative Totals	
Land Use	Dwelling Units	Sewer Demand (gpd)	Dwelling Units	Sewer Demand (gpd)	Dwelling Units	Sewer Demand (gpd)
Vint Hill:		200,000		200,000		400,000
Business Community: (estimate)		102,300		69,000		171,300
Residential:						
1. Brookside/Waterfield	945		0		945	
2. Bishops Run	99		0		99	
3. Other Residential (Available)	101		311		412	
Residential Totals:	1,145	297,700	311	81,000	1,456	378,700
Sewer Allocation Totals:		600,000		350,000		950,000
Total Sewer Plant Capacity:		600,000		350,000		950,000

TABLE 3: WSA VINT HILL WASTEWATER TREATMENT PLAN (SEWER CAPACITY AND POTENTIAL DEVELOPMENT)

Sewered Area[8]	**1st WWTP Module**		**2nd WWTP Module**		**Cumulative Totals**	
Land Use Category	Dwelling Unit Equivalents[9]	Sewer Demand (gpd)	Dwelling Unit Equivalents	Sewer Demand (gpd)	Dwelling Unit Equivalents	Sewer Demand (gpd)
1. Vint Hill[10] - AB.1		250,000		150,000		400,000
2. Business & Residential[11] - AB.2 and AB.3[12]	1,346	350,000	769	200,000	2,115	550,000
Sewer Allocation Totals:		600,000		350,000		950,000
Total Sewer Plant Capacity:		600,000		350,000		950,000

[8] **WSA Sewer Availability**: the WSA provides sewer on a first come first serve basis where public service is available, planned and so designated within the New Baltimore Service District Plan.

[9] **Dwelling Unit Equivalent Measure**: this column uses the dwelling unit equivalents to demonstrate capacity impacts, rather than identify sewer capacity allocation for residential and business. 260 gallons per day (gpd) represents the average sewer demand of a residential unit and represents one (1) equivalent meter unit, a measurement used by the WSA for residential and non-residential properties. Business uses are expected to acquire taps and limit the availability to residential development.

[10] **Committed Sewer Capacity to Vint Hill (AB.1)**: The WSA Wastewater Treatment Facility is obligated to provide 400,000 gpd of the 950,000 gpd facility capacity to the Vint Hill EDA; 250,000 gpd in the 1st expansion module and 150,000 gpd in the 2nd expansion module.

[11] **Other Sewer Commitments (AB.2)**:

a. WSA Sewer line Extension Project from Vint Hill and Shepherdstown Road to Route 600 area (east of Rt. 676): resulted in 48,490 gpd of pre-purchased sewer taps (186 dwelling unit equivalents) from property owners along that designated route to assist in project funding.

b. Board of Supervisors approved: (1) 945 sewered residential lots in Brookside Community; and (2) 99 sewered residential lots in Bishops Run. Note that these residential totals do not reflect the planned and future commercial and community uses approved for these projects.

c. Total Commitments: (1) Pre-purchased through the WSA: 186 dwelling equivalents; (2) Board of Supervisors approved: 1,044 dwelling units for the "Sewered Area" other than Vint Hill; (3) Cumulative Commitment: 1,230 dwelling unit equivalents have been approved to be sewered already in the 1st module.

[12] **AB.3 Area:** Sewer taps for AB.3 will be calculated on the development rights for Rural Agriculture zoning.

~~The WSA currently owns and maintains a central water system in the New Baltimore Service District. This system consists primarily of individual systems in subdivisions that have been looped together and connected to a stand pipe storage tank on Baldwin Ridge. As noted in the Fauquier County Comprehensive Plan 1992-2010, with a new storage tank on line, the system will have adequate storage to meet the Virginia Department of Health demand requirements of 2.09 mgd.~~

~~In March 1997, a Water and Sewer Master Plan (WSMP) was developed which presents a recommended plan for the provision of water and sewer services within the County's nine Service Districts. The WSMP is not reproduced in this document, but is incorporated by reference. A summary of the major recommendations contained in the WSMP report which pertain to the New Baltimore Service District are:~~

- ~~additional supplies to be developed over the 20-year period through the completion of the High Rock well, connection to the Vint Hill system and use of the Vint Hill wells #1, 3, 4 and 5, full development and construction of wells in the G/H groundwater zone, and possible construction of wells E-6 and E-7;~~
- ~~a 5,000,000 gallon storage tank recommended for the western service area near Route 605 and Atlee Road;~~
- ~~incorporate Vint Hill into the Rogues Road level;~~
- ~~extend the reach of the Vint Hill wells and elevated storage tanks; and~~
- ~~increase internal system looping needed for reliability and system pressure.~~

The AB.3 area is zoned Rural Agricultural and density is based on the sliding scale in the Zoning Ordinance. Therefore, the County Board of Supervisors and Fauquier County Water and Sanitation Authority will need to agree that pre-purchased sewer taps in this designated sewer location will be based on a current subdivision potential determination certified by the Department of Community Development.

The development community is encouraged to use the Conservation Easement Incentive Overlay District described in Section 4-800 of the Zoning Ordinance to extinguish development rights in the AB.3 area in exchange for a potential density bonus in the areas designated as AB.1 and AB.2 of the Service District (reference Figure 2). Areas within a 5,000 foot radius of the service district boundary are also eligible for this special exception application. For example, density on parcels within the Buckland Battlefield and within 5,000 feet of the Service District boundary could be reduced and transferred to the receiving areas designated as AB.1 and AB.2 in the of the Service District (reference Figure 2).

P.B. Smith Elementary School, located in the New Baltimore Service District on Dumfries Road currently operates using a sewage package treatment facility. The cost to operate and maintain the facility is significant. Therefore, the elementary school has been added to the AB.2 sewer service plan with this plan update. The County will need to work with the Town of Warrenton to obtain public sewer service for P.B. Smith Elementary School.

PUBLIC WATER SUPPLY

The source for the Fauquier County Water and Sanitation Authority (WSA) potable supplies in the New Baltimore Service District is exclusively groundwater. The WSA owns and maintains individual subdivision systems that have been incrementally looped together, connected to a stand pipe storage tank on Baldwin Ridge, and added new wells placed in production since 1998. Water tanks are planned at both Vint Hill and the 3rd high school site along Route 602.

In the 2000-2001 timeframe, the Board of Supervisors conducted a groundwater supply study for New Baltimore which confirmed availability of adequate groundwater resources for the planned build-out of the Service District. Included in the assessment was the interconnection for a portion of the Warrenton Service District located south of Route 605 (refer to Figure 6-UT-2 in the Warrenton Service District Plan). As a result of that study, the surface water reservoir option was removed from the County's 5-Year Capital Improvement Program (CIP) in 2001 with the cancellation of the proposed Auburn Dam.

Since 2003, the Warrenton Chase community bordered by Frytown and Duhollow Roads in Center District has been added to the WSA system with water line extensions from the New Baltimore system. Due to the close proximity to the Fauquier County Fair Grounds and the planned Central Sports Complex on Meetze Road, the Board of Supervisors plans to connect to WSA service for drinking water in the future, and develop onsite well(s) for field irrigation and other uses where potable sources are not required. ~~The WSA public water distribution area is combined in Figure for both the New Baltimore and Warrenton Service Districts.~~ For a more comprehensive illustration of this water distribution area, refer to Figure 6-UT-2 in the Warrenton Service District Plan.

Detailed geologic analysis was conducted for the New Baltimore Service District area, along with associated pump testing to assess yield and quality for selected locations. Figure 6-UT-3 identifies the 13 zones with favorable geologic characteristics and potential for groundwater resource development. Pump tests for yield and quality analysis were accomplished in D, E, F, G and H; only Area D was eliminated for future use due to poor results. The technical study results and conclusion was that the well tested areas could meet the public water supply demand for the build-out estimate presented within the 1999 New Baltimore Service District Plan. The remaining untested and delineated zones represent areas that, with the requisite testing regimen, could result in public well development and treatment systems to meet increased demand, or to supplement and/or replace existing wells to meet Service District requirements.

The WSA provides 0.71 million gallons per day for its New Baltimore (0.57 mgd) and Warrenton (0.14 mgd) Service Districts' customers in 2005. With the wells and above ground storage planned in the vicinity of Route 602, service system average daily distribution capacity will be 1.4 mgd. This expansion is expected to meet the residential growth in the Brookside and Bishop Run communities. The Vint Hill Economic Development Authority owns and maintains the public water supply system which served a former military base and now serves its overall development. The Vint Hill system has an existing capacity of approximately 0.5 mgd. This system will be turned over to the WSA for ownership, operation and maintenance; however, no date has been established for this transfer.

The Citizen Committee raised concerns with: (a) the increased use of groundwater supplies from the New Baltimore area planned to serve new residential development in the Warrenton Service District (e.g., Warrenton Chase, the Frytown area, the Central Sports Complex and Fauquier County Fairgrounds); and (b) increased residential irrigation demands and use of WSA potable supplies.

Several management tools are available to the Board of Supervisors and residents to manage our groundwater resources more effectively through time:

a. *Education Outreach*. Basic education and guidelines regarding landscaping and grasses tolerant to the Virginia climate and hydrologic conditions for new subdivisions provide the potential to reduce future landscape watering demands. Such fundamentals can be provided, for example, through the John Marshall Soil and Water Conservation District and the Virginia Cooperative Extension Office;

b. *Regulatory Tools*. Our local government is enabled through state legislation to employ a wide range of planning, regulatory and other techniques to achieve the protection of their established groundwater resources (Virginia Code 15.2-2223 and 15.2-2283). Tools such as overlay zoning districts and easements, for example, are excellent methods for achieving land use and source controls to protect our public wellhead areas; and

c. *Well Testing*. The Board of Supervisors' proactive groundwater studies and management process initiated in 1992 should be continued, to include testing of pre-existing wells integrated into the WSA system. This action is important in order to obtain recommendations from the County's groundwater consultant regarding sustainable pumping for all wells within this public system. Finally, in recognition of the numerous individual wells in and around both the New Baltimore and Warrenton Service Districts, groundwater levels should be monitored in both WSA and existing residential wells. In addition, any further extension of water service areas should be managed to insure that the resulting cumulative demand does not exceed the sustained pumping recommendations of the County's groundwater consultant.

While the Fauquier County Water Resource Management Program evolves and develops a comprehensive water resources management plan over the next few years, the following implementation strategies are recommended:

a. Water Supply Management. A management process be implemented by the County to insure the log-term pumping rate of individual WSA wells supplying the New Baltimore and Warrenton Service Districts does not exceed consultant recommended levels. Priority recommendation: A technical review within the next 3 year period or sooner to insure the 1.4 mgd distribution requirement can be met from operational wells without exceeding their long-term pumping rates.

b. New Development and Home Owner Associations (HOA). Developers, HOA's and property owners need to consult actively with the John Marshall Soil and Water Conservation District (JMSWCD) and the regarding effective water conservation and resource management methods in:

   - ✓ Creating and maintaining landscapes;
   - ✓ Planting gardens;
   - ✓ Controlling insects and weeds;
   - ✓ Dealing with drainage and the use of low impact development techniques; and
   - ✓ Controlling erosion; and managing community open space.

c. WSA Well Testing. In conjunction with the WSA, the Board of Supervisors ~~must~~ should develop a funded program which completes the associated geophysical surveys and exploratory test well drilling in the remaining zones that have yet to be investigated. The New Baltimore Service District untested zones need immediate attention due to development pressures that may remove available land as potential well production sites.

   It is also recommended that: (1) adjoining residential wells be monitored during the pump tests in the development of the recommended production rate for the WSA well. This action assists in establishing a clear baseline for water levels in private wells that could be affected in the draw down testing; (2) the WSA establish a systematic and periodic monitoring program that includes any WSA monitoring well(s) and the residential wells in the original testing regimen where the property owner has volunteered to recurring monitoring of their wells; and (3) pre-existing wells taken into the WSA New Baltimore and Warrenton Service District public water supply system be tested to establish their recommended long-term pumping rates.

d. Design Standards Manual. Develop subdivision and site plan guidelines for proposed projects located in untested zones requiring WSA new production well testing. These guidelines need to encourage the applicant and WSA to effectively

determine, if applicable, the well location and any project redesign that is essential to protect the wellhead from any water quality or contamination impacts.

e. Wellhead Protection. Implement a wellhead protection ordinance which protects the existing production wells serving as the public water supply for the designated Service Districts or subdivision. It is recommended that a 1,000 foot radius from the production well be measured and uses designated as a contaminant risk to groundwater not be allowed within that zone. Examples of contaminant risks are provided in Table 4.

TABLE 4: ACTIVITY INVENTORY: USES WITH CONTAMINANT RISK FOR GROUNDWATER

1. Agriculture: Confined Animal Feeding Operations, Manure Holding or Spreading 2. Animal Slaughtering or Processing 3. Asphalt Plants 4. Auto Paint and Body Shops 5. Battery Manufacturers or Repair Shops 6. Carpet Cleaners 7. Commercial Laundries 8. Dry Cleaner 9. Electrical and Electronic Product Manufacturing 10. Electroplating/Metal Finishing 11. Equipment Rental Operations 12. Fiberglass or Acrylic Manufacturers or Formers 13. Fire Extinguisher Repair Operations 14. Fire Training Facilities 15. Food Processors 16. Funeral Homes 17. Furniture Manufacturers 18. Golf Course 19. Hazardous Waste Recovery Facility 20. Hazardous Waste Transfer, Storage or Disposal 21. Hospital 22. Industrial Sludge 23. Janitorial Suppliers and Portable Toilet Operations 24. Landfill	25. Machine Shops 26. Manufacturers Using Acids, Caustics or Solvents 27. Medical Facilities 28. Residential/Commercial Package Treatment 29. Paint Shop and Manufacturers 30. Pest Control Operations 31. Photo, Chemical, Industrial and Environmental Laboratories 32. Photo Processor/Printer 33. Plastic Manufacturer 34. Pool Maintenance Companies 35. Printers and Blueprint machines 36. Roofers 37. Scrap and Junk Yards 38. Septage 39. Septage Lagoon 40. Service Stations and Fuel Depots 41. Superfund Site 42. Tire Pile 43. Truck Terminals 44. Vehicle Repair Facilities Using or Dispensing Solvents, Oils and Greases 45. Water Conditioning Companies 46. Wastewater Treatment Facility (point source discharge) 47. Transformer Use and Storage Areas

PUBLIC FACILITIES

Similar to other jurisdictions in Virginia, Fauquier County bases its capital facility and service improvement programs on existing and projected population figures. Growth projections, development potential, the availability of public utilities (i.e. sewer, water), as well as existing conditions, are used to determine population forecasts. Various County agencies, such as the Library Board and School Board, have developed specific service and facility guidelines based on per capita population figures ~~(Appendix B contains facility standards for parks/recreation and fire and rescue facilities, and schools).~~ Applying these figures, service and facility needs can be determined, and then translated into land use requirements. Based on the population forecast for the New Baltimore Service District, this plan identifies locations needed for future schools, libraries, and fire and rescue facilities. ~~Section H provides a detailed discussion of future school needs and planning for these facilities.~~ The objectives and policies outlined below have been taken, in concept, from the County Comprehensive Plan and applied to the New Baltimore Service District.

OBJECTIVES, POLICIES AND IMPLEMENTATION STRATEGIES

Objective

Ensure an economical and efficient use of public funds by planning for a rate of growth that achieves the goals of the Service District and does not exceed the County's ability to provide services to its citizenry.

Policies

- Public facilities should be sited in a manner which will efficiently and economically serve the greatest number of residents.

- All public facilities should be designed and developed so as to limit environmental degradation.

- Facilities should be appropriately planned to provide adequate levels of service, and located so that adequate space remains on-site for future expansions.

- Where possible, the County should locate future library branches in, or in close proximity, to satellite government facilities.

- Radio/communication and towers/relay stations should be located <u>on existing buildings and facilities where practical or</u> in groups where appropriate to protect the Service District from an unnecessary scattering of these towers.

Implementation Strategies

- Recommend a ~~one (1) to~~ ~~three (3) to~~ five (5) acre branch library be planned and sited within New Baltimore. Such a facility could serve multiple purposes, including meeting space for civic organizations and clubs. ~~The Library Board needs to develop criteria and location preferences for such a site~~.

- Emergency Services (Fire and Rescue) needs to design, fund and construct the facility planned and dedicated in the Bishops Run community near the intersection of Route 600 and 676. ~~Company 20 is housed in a building at Vint Hill Farms and provides excellent support to the existing New Baltimore Fire and Rescue Company Number 10 (Route 29/674). Once federal ownership of the 701 acre Vint Hill Farms is transferred to the Economic Development Authority (EDA), the fire and rescue equipment will be removed and transferred to the GSA.~~

  In addition, it is recommended that the need for a site ~~be reserved~~ at Vint Hill be considered for a fire and rescue facility due to future commercial, research and development, and residential community planned onsite and in the immediate environs. This site reservation should be ~~for one to~~ three to five acres in size. At a minimum, this facility would need to include a pumper truck and ambulance. This facility could be planned in the long-term to provide 24-hour service and supplement services that are provided through the New Baltimore Fire and Rescue Company. Figure 8 illustrates a proposed location for this facility.

SCHOOLS

Existing Schools

C. Hunter Ritchie, P.B. Smith Elementary and Auburn Middle Schools provide key educational and recreational resources for the community. C. Hunter Ritchie Elementary School is located on a 29 acre site in the northeast quadrant of the Rt. 600/676 intersection. While it has a student program capacity of ~~583~~ 638, ~~it currently has 464~~ as of this writing in December 2005 it had 581 students enrolled. P.B. Smith is located on a 26.3 acre parcel along Rt. 605, and has a student program capacity of ~~564~~ 622. It has an existing enrollment of ~~476~~ 618 students. Auburn Middle School is located on 35 acres in the southwest quadrant of the Riley Road and Brookside Parkway intersection. It has a student program capacity of 634, and had 457 enrolled in school year 2004/05.

Future Needs

As a result of anticipated residential development at buildout and based upon state standards, the NBSD will need new sites for an elementary school (20 acres), ~~another~~ middle school (30 acres) and a high school. The County's third high school is being planned for construction on a 300 acre site located on Route 602 just east of the Brookside and Grapewood Estates communities. The facility will have a capacity for up to 1,500 students. This site may also be considered for an additional school in the future. Vint Hill represents a preferred location for another ~~elementary~~ school site. Figure 8

provides the location for all schools. ~~Over the next 5-10 year period, the Fauquier County Public Schools Capital Improvement Program Summary identifies the established need for a new middle school (2004-2005) and high school (2006-2008), and the NBSD is a prime candidate for both facilities due to existing and anticipated population growth. Potential locations for these school facilities are identified in Figure 2.~~

School Facility Objectives, Policies & Implementation Strategies

Objectives

- To provide quality public schools that are not overcrowded and situated in safe, quiet environments.

- Encourage the co-location of schools and parks for the development of neighborhood and community facilities providing for an efficient use of land.

- Ensure public sewer is made available to new schools, and where possible, existing schools are connected to public sewer.

Policies

- Ensure that school capacity, community integrity and travel times are key considerations for identifying new sites and school facilities.

- Priority consideration is given to expanding existing schools within County and State student enrollment standards. The Planning District has two existing schools: C. Hunter Ritchie Elementary, P. B. Smith Elementary and Auburn Middle schools.

- Where practical, new middle and elementary schools should be co-located with existing middle and/or elementary schools. Co-location of middle schools with elementary schools can provide programmatic benefits.

- The acquisition of school sites should be accompanied with the provision of sewer services. If a new school for the New Baltimore Service District is located in an area not planned for public sewer, the sewer line will then be sized only to serve that school facility, with no other connections allowed.

- Recreational facilities available at school site should be made available for community-wide use.

Implementation Strategies

- Acquire school site dedications in conjunction with rezoning, special exception and other land development applications as appropriate. As noted above, to meet the land use requirements and district population expected at full build-out, the County will need additional sites for one high school ~~site~~ (50± acres), one Middle

School (30± acres) and one Elementary School (20± acres). Preferred locations for these facilities are marked on Figure 80.

- The following general location and design standards are recommended for school sites to be dedicated to the County:

  a. Locate schools within and near residential neighborhoods for ease of access for student populations and reduce the need for busing and to encourage walking to school;

  b. Adequately buffered from roads, non-residential uses and operations hazards;

  c. Located in such a way that woodlands and natural areas serve as buffers between school operations and adjoining uses;

  d. Allow safe and convenient access to the local road network; and

  e. Should not include major floodplain, drainage ways or major utility easements.

- School locations should be co-located with County parks where practical.

- When school sites proffered through the rezoning application process are dedicated to Fauquier County at the final plan of subdivision stage, then the following requirements are recommended:

  a. Provision of the approved zoning application's conceptual development plan designating the proposed school site.

  b. Provide specific boundaries of the proposed site, including the associated plat at a 1"=50' scale which shows accurate topography at 2-foot contours.

  c. Identify all steep slopes of greater than 15%, floodplain and wetland areas.

  d. Identify any restrictive covenants which would affect construction on any proposed school site.

  e. Provide easements which are being planned by the developer on the proposed school site(s).

  f. Identification of developer financial contributions to offset any undue construction or site development costs.

  f. Identification of the net usable land remaining for construction after deducting the following:

- Floodplain;
- Slopes in excess of 15%;
- Proposed rights-of-way for public streets;
- Easements;
- County setback requirements; and
- Special Buffer Areas (e.g., Resource Protection Areas).

h. If significant stormwater runoff (5 acres or greater) from off-site runs through the proposed school site, a sufficient amount of off-site topography must be provided to allow a thorough evaluation.

i. If a storm water facility across the proposed site is necessary due to off-site drainage, the developer must provide an estimate of materials and associated costs.

j. Identify pedestrian or street crossings provided by the developer to the proposed school site.

k. Identify surrounding roads and boundaries in order to determine whether any construction or rights-of-way dedication will be required of Fauquier County Schools.

l. Any proposed school site must have adequate access to existing or proposed public streets.

m. Identify proposed sidewalks to the specific site in order to minimize school busing requirements (e.g., propose sidewalks within a mile radius of the school).

n. Identify special buffer areas required by Fauquier County or designed within the approved rezoning application.

TRANSPORTATION

The objectives of the transportation plan are to: (a) provide growing regional U.S. 15/29 traffic efficient access through the County; (b) proactively protect the New Baltimore Community's local and limited access to this federal highway through a system of phased and planned interchanges, road connecting bridges and interconnecting service roads; and (c) effectively upgrade Brookside Parkway and Route 605 as a safer and better designed corridor between U.S. 15/29 and Route 215 for local traffic.

The New Baltimore Transportation Plan not only identifies how the County proposes future access to Route 29 (Lee Highway), but also orders community roads into an integrated hierarchy which will protect existing neighborhoods, serve the business community, and provide better long-term access. U.S. 15/29 (Lee Highway) is classified

as a Rural Freeway and described in detail in Chapter 10 of the County's Comprehensive Plan.

The key community ~~collector~~ roads will continue to be Route 600 (Broad Run Church Road), Route 602 (Rogues Road), Route 605 (Dumfries Road) and Route 215 (Vint Hill Road).

The Transportation Plan has been organized into two basic elements:

a. ***~~50-Year~~ Transportation Plan***: Figure 3 represents the transportation network needed to serve New Baltimore's land use plan at full build-out. It is the concept which will be subject to review and refinement based, for example, on development, community objectives, emerging safety issues, traffic volume changes, road priorities and financial constraints. This blueprint for the transportation network is subject to adjustment and refinement through time. The plan also identifies general corridors within which new road alignments and an interchange location could occur following the required public hearing processes, technical study, environmental/historical process reviews and design and construction plan phases. These special corridor areas are for the: (1) parkway connection to Route 215 through Vint Hill; and the (2) proposed realignment of Route 215 and its planned interchange with U.S. 15/29.

b. ***5-Year Transportation Action Plan (Year ~~2000-2005~~ 2006-2010)***: This element implements a portion of the Transportation Plan (refer to Figures 4 and 5). It organizes, for example, road improvements and actions into primary and secondary road categories, and lists recommended County actions and priorities. This plan element can be used to assist the County and VDOT in annually updating the 6-Year Primary and Secondary Road Program for finalizing priorities, assist in the review of a land development application, or conclude work on key community projects.

~~Figure 3 illustrates the 50-Year Transportation Plan for the New Baltimore Service District and the 5-Year Transportation Action Plan is presented in Figure 6.~~

OBJECTIVES

- Maintain and enhance accessibility to community services and facilities.
- Improve the level of travel safety along U.S. 15/29 and Routes 600, 602, 605 and 676.
- Minimize traffic impacts from new development on established communities.
- Discourage and limit the number of urban collector routes through the Service District with emphasis on prohibiting the extension of commuter routes through the community core, including C. Hunter Ritchie Elementary School.

- Improve the level of pedestrian and bicycle safety of New Baltimore residents when traveling within the community, particularly within school zones.

- Establish a bicycle/pedestrian/bridle path system linking residential areas with libraries, parks, schools, established commercial and village areas.

- Utilize existing right-of-ways for pedestrian/bicycle paths/corridors where practical.

POLICIES

- Land development proposed in the Planning Area must conform to the transportation road network.

- The necessary rights-of-way for any new road alignment or widening of existing roads identified in this plan are expected to be dedicated through rezoning, subdivision and site plan applications. New development will be expected to construct and/or provide financial contributions toward the phased construction of improved roads to which it needs access.

- Provide a public street network level of service which is as high as practical. There are safety, design, financial, community and quality of life issues, for example, which need to be weighed in each planning area when road capacities and levels of service (LOS) of intersections are analyzed. However, at a minimum, level of service C should be maintained.

- New roads resulting from proposed land developments must meet Virginia Department of Transportation standards for inclusion in the state highway system.

- Vint Hill and its village town center design will warrant neotraditional design elements; and roadways will consider guidelines represented in the Fauquier County Design Standards Manual and Chapter Ten –Transportation (Figures 10.2-.4).

- New developments must plan for a pedestrian/bicycle trail system in accordance with plan guidelines and VDOT standards.

- Identify methods for removing the liability and maintenance costs for public pathway systems from homeowners associations when those pathways are not limited to the homeowners use.

- Provide for bicycles and pedestrian features, including clearly marked sidewalks and paths and marked cross walks in the construction and reconstruction of roads and bridges.

- Provide sidewalk and bike path linkages between new residential communities and mixed use (neighborhood centers), schools, recreational areas, and employment centers (e.g. Vint Hill ~~Farm~~).

- Provide sidewalks on both sides of a roadway in new commercial centers, with pedestrian crossings clearly marked or with specialty paving.

- Assure the transportation plan for New Baltimore is integrated into the overall County wide transportation plan and overall priorities.

IMPLEMENTATION STRATEGIES: 5-YEAR TRANSPORTATION ACTION PLAN

The recommended implementation strategies listed in this section are intended to lead toward the construction and establishment of the road network reflected in the long-range transportation plan. The implementation actions identified for construction improvements are organized into Secondary and Primary Road categories. The recommendations are listed below and are provided in more detail in the accompanying Table 5, while Figures 4 and 5 identify the general location of the recommended improvements.

As a result of rezoning applications, the Board of Supervisors has established the New Baltimore Transportation Trust Fund. Proffered cash contributions from rezoning cases are placed in this account to improve intersections impacted by these projects. In addition to required road construction, the Brooksid communities, Bishops Run and Vint Hill contribute proffered funds designated for offsite transportation improvements which are needed due to their residential, commercial and industrial uses. These funds should and are being used as contributing County matches in VDOT Revenue Sharing Program for the referenced and programmed intersectional and roadway improvements.

Implementation Strategy: ~~*Adopt the Amended New Baltimore Service District Plan.*~~ Use this element of the Comprehensive Plan to guide all transportation decisions in matters related to VDOT, and applicable rezoning, special exception, special permit, subdivision and site plans for proposed development or redevelopment within or adjacent to the service district.

Secondary Road Priorities and Recommendations

The Brookside Parkway and Route 605, between U.S. 15/29 and Route 215, has become a key local corridor needing special attention due to existing and planned development and emerging public school locations. It needs to have appropriate design and funding attention to insure that existing and projected traffic projections can be effectively and safely handled. This objective is not currently being achieved through current Virginia Commonwealth Transportation Board priorities, funding and schedules.

Priority 1: Route 605 Improvements

- *From Atlee Road to Grays Mill Road: Turn lanes, improvement of drainage, shoulders and pavement widths, and bridge replacement over Mill Run;*

- *Safety improvements at the following intersections with Route 605: Fincham and Linden Courts, Marigold Lane*. Due to topography, turning movements at these intersections are becoming more dangerous due to traffic volumes and speed. Attention needs to be provided for added turn lanes, shoulder improvements, consideration of other safety techniques (e.g., grade and line of sight improvements, slower speed limits posted, posted warning-no passing on the right, flashing lights); and

- *Riley Road (Route 676): Turn lanes, pavement and shoulder widths improvements, and signalization.* These enhancements are needed due to the growth of the Brookside community, Vint Hill, access to Auburn Middle School and direct linkage to the Brookside Parkway.

Priority 2: Rogues Road (Route 602) Improvements

- *Route 602/605 Intersection): Turn lanes, pavement and shoulder width improvements, and signalization.* These are needed to handle the emerging traffic from new development, commuting traffic from the Route 215 area, and the High School.

- *New Local Street Connection to the Brookside Parkway.* Identify, design and construct a local street connection generally from the intersection of Route 602 and Finch Lane through Vint Hill and connect with Brookside Parkway. If feasible, this route provides opportunities for better traffic connections between neighborhoods and local schools.

- *Frontage Improvements: Complete turn lane, signalization and other frontage improvements for the High School*. Note that the planned right-of-way for Rogues Road is 80-feet.

Priority 3: Broad Run Church Road (Route 600)

This roadway is placed on a 30-foot prescriptive right-of-way and needs long-term improvement since it supports traffic from U.S. 15/29 and local neighborhoods as well as C. Hunter Ritchie Elementary school. This local street needs the following special traffic calming improvements:

- Implement consistent, posted speed limits from its intersections with U.S.15/29, ~~to~~ Riley Road and Rt. 215~~from Route 15/29 to Riley Road in posted speed limit control~~ (e.g., 25 or 35 miles per hour, with special attention in the C. Hunter Ritchey Elementary School);

- Develop a program for minor pavement and shoulder width improvements not requiring relocation of above ground electrical utilities;

- Design and install a roundabout at the intersection of Routes 600 and 676. This improvement needs to be timed with development along Route 676 on the north

side of this intersection Based on VDOT's recently published *Residential Traffic Calming Guide* and the *Roundabouts: An Informational Guide* (Federal Highway Administration, Publication Number FHWA-RD-00-067), Rt. 600 qualifies within the established traffic thresholds for such a facility.

The Rt. 600/Rt. 676 intersection is a prime location for a roundabout. It is an area where incoming traffic from U.S. 15/29 and other locations needs to slow down for entry into residential neighborhoods and C. Hunter Ritchie Elementary School.

The conventional signalized design planned for this intersection with the extension of Rt. 676 is identified in Figure 6. This design generally requires additional land to accommodate the required turning lane movements. On the other hand, the recommended roundabout sketch design for this intersection, as shown in Figure 7, requires less land, no traffic signal, promotes slower travel speeds, and efficiently accommodates all traffic movements through the intersection. If the roundabout does not work efficiently in the future, due to traffic volumes or a mix of other factors, the intersection can easily be converted to a traffic signal due to existing right-of-way.

- As business and residential development occurs in the area west of the intersection of Routes 600 and 676, then full pavement and shoulder improvements, sidewalks, requisite 50-foot r-o-w dedication and conversion of above ground to underground utilities needs to occur.

Priority 4: Route 676 link from its intersection with the Route 600 Roundabout to Brookside Parkway

- Study, and, if warranted, implement a 4-way stop with Riley Road's intersection with Broken Hills Road and Lake Drive; and

- Riley Road will remain as a T-intersection with Brookside Parkway, complete with a stop sign for southbound traffic.

Priority 5: Brookside Parkway (Urban Collector: 110-foot r-o-w, future 4-lanes, including median) from Route 215 to Route 605

The necessary linkage, widening, upgrades, and relocation need to be achieved through a phased development plan with improvements financed through both public and private development sources. This roadway will initially be a 2-lane facility and will ultimately become 4-laned. Most importantly, 110-foot rights-of-way are expected to be dedicated ~~can be contributed~~ in conjunction with site plan/subdivision/rezoning approvals through the Brookside community, ~~as well as~~

and 85-110 foot right-of-way (at least 4 lanes in either case) in Vint Hill. The following represents the expected general order of link development:

- Riley Road: Brookside (portion zoned R-1) to southern Boundary Brookside (portion zoned PRD);
- Brookside to location within Vint Hill just south of Kennedy Road; and
- Vint Hill linkage to Route 215.

Priority 6: Support the design and funding improvements identified in the Warrenton Service District Plan for the upgrading of Frytown Road, and the extension of Academy Hill Road to Cedar Run Drive.

These improvements assist in providing options for local New Baltimore Service District traffic to access Warrenton from alternative ~~locations~~ routes other than U.S. 15/29. Otherwise another corridor might be needed in the future to interconnect both Service Districts.

~~*a. Priority 7: Establish a new urban collector (110 foot right-of-way; 2-4 lanes) from the Rt. 605/Rt. 676 intersection and extending southwest to a connection in the general vicinity of the Rt. 29/Rt. 643 (Meetze Road) intersection.* The objective here in the long term is to remove the need to 4 lane Rt. 605 and the associated development conflicts with established residential neighborhoods and homes in close proximity to the existing road. This new alignment needs to be identified and included in the Comprehensive Plan. Such an action allows the dedication of r-o-w to occur when future subdivisions are filed for County consideration and action.~~

Primary Road Recommendations

Recommendation 1: Establish and implement Highway Overlay Districts for Route 29 and Route 215 as a priority addition to the Zoning Ordinance and Fauquier County Zoning Map.

Due to stated concerns raised by local residents and County staff, a need was established for additional zoning tools to manage land use, access, and aesthetics along Route 29 and Route 215. Overlay districts are created when 1) the major purpose of the specified highway is to carry through traffic, and 2) land development along that highway will likely have adverse access impacts on the level or quality of service, which in turn will lead to increased danger and congestion in the street or impede the maintenance or creation of a convenient, attractive and harmonious community. As a minimum, the following items should be included in the County's Zoning Ordinance:

1) Route 29 District Boundaries. Recommend this boundary be measured from 1,000 to 1,500 feet on either side of the Route 29 centerline. This district is

proposed to extend from the boundary with Prince William County to Route 605. These boundaries would need to be established on the County's Official Zoning Map.

2) Route 215 District Boundaries. Recommend this boundary be measured from 1,000 to 1,500 feet east and west of the Route 215 centerline. This district is proposed to extend from the Rt. 29/Rt. 215 intersection to Vint Hill.

3) Standards and Uses Permitted by Right. The regulations and requirements of both the underlying zoning district(s) applicable to each affected property and the highway overlay district will apply. When the regulations applicable to the overlay district and underlying zoning district conflict, the more restrictive regulations will apply. All uses permitted as by right uses in the underlying zoning district(s) shall be permitted in the highway overlay district, unless specified otherwise.

4) General Performance Standards. Land uses proposed are subject to the requirements contained in the underlying zoning as well as the performance standards identified for the overlay district. *Examples of standards which should be applied along the Route 29 and 215 corridors are:*

   a) *Alternate Access.* All uses must have their street access designed so as to not impede traffic on a street intended to carry through traffic:

      - By the provision of shared entrances, interparcel travelways or onsite service drives connecting adjacent properties;
      - Through access from another public road other than that along which the district was established; and
      - Through the internal streets of a commercial, office or industrial development.

   b) *Exceptions.* The ordinance needs to include a section stating that parcels of land existing at the time of the adoption of the Highway Corridor Overlay District *will not be denied access to public roads if no reasonable joint or cooperative access is possible.*

   c) *Pedestrian Circulation.* Fauquier County will continue to want to encourage the continued access of residential neighborhoods to shopping, recreation and other residential areas through sidewalks, bike paths, and other related pedestrian paths. *Therefore, the ordinance needs to include a requirement that pedestrian circulation shall be provided for and coordinated with adjacent properties, and consistent with the adopted Comprehensive Plan.*

   d) *Special Screening Requirements.* Route 29 and Route 215 are special gateway corridors into the County where aesthetics and community pride with residential neighborhoods are important and valued attributes. For Route 29,

this translates into concern over proximity of building, parking and loading to this rural freeway, the need for flexible setbacks and standards encouraging service drives, reverse frontages for nonresidential lots, as well as corridor guidelines conserving existing tree stands and rural views key to "preserving agriculture in a business friendly community".

e) *Signage.* Along gateway corridors, such as Route 29, the Planning Commission and Board of Supervisors ~~may want to~~ should consider supplemental performance standards for signage. At a minimum, the Board of Supervisors and Planning Commission may want to provide, an ordinance provision that sign modifications to existing sign square footage requirements will be considered when well designed sign packages are proposed in the rezoning or special exception process.

f) *Building and Parking Setbacks.* Due to the established residential nature of Route 215 and the eventual widening of the right-of-way, the County should consider increased setbacks for any new rezonings, conditional use permits and subdivisions in these designated corridors. Existing platted, residential lots and homes would be vested, and the standards would not apply. The same consideration should be afforded to Route 29, since this represents the gateway into Fauquier County from the north into the County seat of Warrenton.

The following setbacks are recommended for these two roadways:

Setback from the Right-of-Way

Route 29:	Building:	200 feet
	Parking:	100 feet
Route 215:	Building:	200 feet
	Parking:	100 feet

The parking and building setback areas can also be used for preserving existing and mature trees which are valued features along these entry corridors.

Recommendation 2: U.S. 15/29 Access Management: Implement the VDOT Safety Improvement Plan for Crossovers.

This study focused on the entire length of this highway from our boundary with Culpeper County to Prince William County, and it identified existing and unsafe median cuts or crossovers that will need to be closed in the future. With over 50,000 daily trips on this roadway designated as a Rural Freeway, access along this roadway will need to be restricted for safety, traffic management and to

accommodate its regional transportation significance. Future business and residential development will need to plan interparcel access, collector distributor, links to connecting public streets or other feasible options.

Recommendation 3: Road Link Improvements

In the long-term, U.S. 15/29 is planned as a rural freeway through the County with limited access. The VDOT Safety Improvement Plan for Crossovers for U.S. 15/29 is one implementation step. The planning and construction of collector and service roadways is another option providing properties safe access to this major regional highway. The following represent two areas needing priority attention over the next 5-year planning period:

1) Reconfiguration of the Old Alexandria Pike (Route 693) and U.S. 15/29 Intersection.

   In 2002, the Board of Supervisors approved an amendment to the Service District Plan for this location. The concept is to provide a properly structured intersection at Route 693 that would replace the one at Telephone Road. This action would resolve problem left and u-turn traffic conditions which impact significantly increasing traffic volumes on U.S. 15/29. A planned industrial park on the westside of U.S. 15/29 will provide the essential collector road for the affected properties at that location (Refer to Figure 3 for the alignment).

   Special attention also needs to focus on the bridge upgrade/replacement need and essential improvements needed for this historic road leading to the Village of New Baltimore which is on both the Virginia Landmarks and National Register of Historic Places.

2) Preliminary Steps: Redirection of Business Area Access (Between U.S. 15/29 Intersections with Routes 600 and 676). This designated area is constrained with the elimination of unsafe crossovers on U.S. 15/29 and 100-year floodplain which present long-term access and safety issues along this area planned for significant commercial growth and development as WSA sewer and water services are extended. New individual lot access to this primary road will not provide commercial entrance permits. The frontage on U.S. 15/29 between Route 600 and Route 676, needs a service or collector road network providing interparcel access to new public street(s), and, where warranted, with signalized access onto U.S. 15/29. This network is the priority alternative.

   Linkage of this network through the New Baltimore Business Park also needs to be explored in more detail to determine whether it is practical. A second interconnection linking Broad Run Church Road to U.S. 15/29 is needed within the vicinity of the planned Cross Creek commercial development.

Recommendation 4: Traffic Signalization

Until U.S. 15/29 becomes a limited access highway, the addition of traffic signals at key intersections as warranted will continue. This practice is critical in order to safely move both regional and local traffic and allow Service District residential neighborhoods and local business access to this major regional highway. The Figure 5: 5-Year Action Plan: Primary Roads identifies existing and planned signal locations.

~~*Priority 1: As an interim step, install signalization at the Rt. 29/Rt. 215 intersection and rebuild the northbound lanes.* This represents a Phase 1 improvement. At this stage, it is important to advise VDOT of the County's desire to upgrade the Rt. 29 corridor to a rural freeway in conjunction with the National Highway System, and request funding for plans and construction. As discussed below in Priority 2, Phase 2 will be the design and construction of the interchange.~~

Primary Road Improvement Priorities

Priority 1: Initiate preliminary design and location for grade separated interchanges in the vicinity of the Rt. 29/215 and Rt. 29/605 intersections.

The U.S. 15/29 rural freeway alignment needs to be coordinated with Prince William County to ensure that actions taken in Fauquier County are compatible with long range plans in Prince William County. The rural freeway designation is now not consistent with current U.S. 15/29 planning in Prince William County. Similar coordination between counties is necessary for any preliminary planning and widening for the Rt. 215 corridor, and the need for a safe and efficient Rt. 215/Rt. 602 at grade intersection in Prince William County.

The construction of the U.S. 15/29 rural freeway and grade separated interchange within the vicinity of the U.S. 15/29 and Rt. 215 intersection are a priority for several key reasons: (a) it is a designated Congressional National Highway System corridor; (b) serves the redevelopment of Vint Hill and new residential development such as the Brookside community; and (c) safety issues dominate the existing at-grade Rt. 29/Rt. 215 intersection since it is so physically constrained, faces increasing volumes, all of which make this intersection more accident prone with each passing year. With Vint Hill and the Brookside communities developing, all are beginning to add increased community traffic into this corridor, and the U.S. 15/29 and Route 215 intersection's unsafe at-grade conditions simply need to be eliminated.

The Rt. 29/605 interchange location also needs to be defined better in terms of location and design beyond its present form. In addition, Figures 3 and 5 present the generalized area within which the Route 15/29 interchange with Route 215 and any Route 215 realignment could occur with the required public hearing processes, technical study, environmental/historical process review, and design and construction plan phases.

Priority 2: Installation of a traffic signal at the Rt. 652 (Kennedy Road)/Rt. 215 intersection, as warranted with the development of both Vint Hill and Brookside communities.

Priority 3: Initiate the improvement plan for the Rt. 215 corridor from Vint Hill to the U.S. 15/29 interchange.

Using Vint Hill and ~~Waterfield community~~ surrounding development traffic information, develop the preliminary planning and phasing plan for the eventual widening of Rt. 215 as a four-lane divided roadway (110 foot right-of-way) to a rural principal arterial designation. This priority is consistent with Prince William County's Comprehensive Plan and will coordinate improvement efforts for Route 215 with Prince William County. ~~Any planned improvement for Route 215 shall occur along its current alignment, with the future intersection at Rt. 29 positioned as close as possible to the current intersection.~~

Priority 4: Study feasibility of signalizing the Rt. 29/Rt. 676 intersection when warranted as a result of traffic volumes and other associated factors.

This intersection has been constructed with the associated median cut. New developments within the area have contributed funds to the New Baltimore Transportation Trust Fund for construction of this signal when warranted. ~~will be under construction in the Summer of 1999, with the extension of Rt. 676 from its intersection with Rt. 600~~.

Priority 5: Initiate, through a public process, the preliminary transportation improvement planning along the U.S. 15/29 corridor, between the future interchanges planned for Rt. 215/29 and Rt. 605/29.

There is a need for consulting services, in conjunction with VDOT, to complete an Access Management/Corridor Study along U.S. 15/29 from the Culpeper County line to the Prince William County line. If the objective is ultimately to have this corridor through Fauquier County become a rural freeway in status, then significant work needs to commence. If implemented, such a study becomes the collaborative Community, VDOT and Fauquier County building blocks essential to U.S. 15/29 becoming a designated limited access thoroughfare. Access management simply represents the systematic control of the location, spacing, design and operation of driveways, median openings, interchanges and street connections to a key

roadway.[13] This study will identify how to achieve limited access designation for this corridor, including proposed interchange and bridge locations, inter-parcel connection options, service roads, recommended phasing of essential improvements, option costs, and other associated topics that need consideration in such a complex project. Without such a plan along U.S. 15/29, which requires community involvement and support, the objective of limited access becomes more difficult, costly and impractical. This long-term planning effort results in the preliminary location of an interchange on U.S. 15/29 in the general vicinity of Rt. 600. This VDOT and community study would also focus on the any long-term alignment adjustments of U.S. 15/29 within this study area. The Board of Supervisors currently supports the use of existing rights-of-way for future lane expansions.

The U.S. 15/29 upgrade within the existing rights-of-way or a relocation option within the study area will significantly alter access between the planned and high volume limited access roadway and adjacent existing or future residential and businesses on the southside and eastside on both sides of U.S. 15/29. A more detailed business planning study should be performed to further clarify land use and circulation elements along this corridor. This planning effort would allow for street widths, land use types/densities and other amenities to be established as guidelines for the development of this area, and to assure the essential right-of-way needed for future U.S. 15/29 construction is not constrained.

The Rappahannock Rapidan Regional Commission will serve as the regional coordinator for inter-jurisdictional transportation studies.

PLAN MONITORING

Monitor on a continuing basis the land use/transportation activities in both Fauquier and Prince William Counties through the local and VDOT primary and secondary road planning process to insure that key elements of this plan are implemented and not jeopardized. During this monitoring process, include land/access actions beyond New Baltimore to make sure actions do not impact plan needs within the Service District.

LONG-TERM ISSUES

The success of this transportation plan, in part, will be measured in its role of eliminating unnecessary traffic impacts on narrow two-lane residential streets and enhancement of Brookside Parkway and the Route 605 corridor, as well as access to Vint Hill, and existing and planned neighborhoods. All are dependent upon a very disciplined decision making process each year into the future. If key road links in this plan are never built, or are eliminated due to subdivision and other associated approvals, community benefits

[13] Access Management Manual (Transportation Research Board of the National Academies, ISBN 0-309-07747-8; 2003) p.3.

will be significantly reduced. This plan is essential to achieve future goals and objectives related to an access plan for the New Baltimore Service District.

TABLE 5*:* ROAD CLASSIFICATIONS AND DESIGN

ROAD CLASSIFICATION	PRIORITY RANKING	R-O-W EXISTING PROPOSED	GENERAL PROJECT DESCRIPTION[14]
A. *SECONDARY ROADS*			
✓ **Route 605:**	**1**	50 feet 110 feet	1. From Atlee Road to Grays Mill Road: turn lanes; drainage, shoulders and pavement width improvements; bridge replacement over Mill Run; 2. From Fincham and Linden Courts to Marigold Lane: safety improvements (e.g., turn lanes, pavement and shoulder width improvements, grading/line of sight improvements); 3. Riley Road (Route 676) Intersection: turn lanes, pavement and shoulder width improvements, signalization (as warranted); and 4. Rogues Road (Route 602): turn lanes, pavement and shoulder improvements, signalization (as warranted).
✓ Rogues Road (Route 602) Improvements	**2**	50 feet 80 feet	1. New Rogues Road (Route 602) link to Brookside Parkway: Identify, design and construct, if feasible, a new local street connection to Brookside Parkway along the southern border of Vint Hill from the general vicinity of Finch Lane. 2. Route 602/605 Intersection: Turn lane, pavement and shoulder width improvements, and signalization installation. These are needed to handle the emerging traffic from new development, commuting traffic from the Route 215 area, and the High School. 3. High School Frontage: Complete turn lane, signalization and other frontage improvements for the High School. Note that the planned right-of-way for Rogues Road is 80-feet.

[14] Funding sources: VDOT Secondary Road Funds, VDOT Revenue Share Grant, EDA and proffered contributions from Rezoning Applications

✓ Broad Run Church Road (Route 600):	3	30 feet[15] 60 feet	1. Establish consistent speed limits associated with traffic calming objectives (25 or 35 mph); 2. Implement a minor pavement and shoulder improvement program without the relocation of above ground utilities; 3. Design and construct a roundabout at the intersection with Route 676; and 4. West of the Route 600/676 intersection, construct full drainage, pavement, shoulder width and sidewalk improvements, along with the requisite conversion to underground utilities.
✓ Riley Road (Route 676) Traffic Calming:	**4**	50 feet 50 feet	1. Implement a 4-way stop at the intersection with Broken Hills Road and Lake Drive; 2. Riley Road remain as a T-intersection with Brookside Parkway, complete with a stop sign for southbound traffic.
✓ Brookside Parkway (Urban Collector) from Route 215 to Route 605.	**5**	0-50 feet 110 feet	1. 2-lanes: Riley Road to the southern boundary of Brookside; 2. Acquisition of remnant r-o-w to complete any future road improvements between the Auburn Middle School and the Rt. 605/676 intersection; 3. 2-lanes: Brookside to Vint Hill location, just south of Kennedy Road; and 4. Vint Hill connection to Route 215. Note: this roadway is planned as a future 4-lane divided urban collector.
✓ Atlee Road (Route 674)	6		Support the design and funding improvements identified in the Warrenton Service District for upgrading of Frytown Road and the extension of Academy Hill Road to Cedar Run Drive.
B. *PRIMARY ROADS*			
✓ Interchange Study: U.S. 15/29 and Rt. 215; and	**1**	160 ± feet	Project Description (U.S. 15/29 & Rt. 215):

[15] Prescriptive right-of-way

✓ Interchange Study: U.S. 15/29 and Rt. 605			1. Preliminary design and location for a grade separated interchange, including the VDOT location hearing, and location selection; 2. Initiation of the interchange design phase; 3. Funding sources: Federal Highway Funding and VDOT Primary Road Funds. Project Description (U.S. 15/29 & Rt. 605): Same steps as above and implemented as the second project.
✓ Rt. 215/Rt. 652 (Vint Hill Collector)	**2**	50 feet	Signal installation timed with the Brookside Parkway ~~connector~~ connection and intersection improvements, as warranted.
✓ Route 215 Corridor	**3**	50 feet 110 feet	Initiate the improvement plan for the Route 215 corridor from Vint Hill to the U.S. 15/29 interchange. These improvements are consistent with the Prince William Comprehensive Plan, which shows Rt. 215 as a 4-lane divided highway from the Fauquier County line to Rt. 28. Preliminary planning for the 4-lane requirements of Rt. 215, r-o-w acquisition requirements, phasing of improvements will need to include the entire primary road from the Prince William County line to U.S. 15/29. Fauquier County will coordinate road improvements with Prince William County . Once an interchange location is finalized for U.S. 15/29 and Route 215, the existing intersection needs to be considered for closure.
✓ Rt. 29/Rt. 676 Signalization	**4**		Signalization: when warranted as a result of traffic volumes and other associated factors.

✓ Rural Freeway U.S. 15/29 Corridor Study[16] ~~(Location between the two interchanges at Rt. 605 and Rt. 215)~~	**5**		Obtain consulting services, in conjunction with VDOT, to complete an Access Management/Corridor Study along U.S. 15/29 from the Culpeper County Line to the Prince William County Line. Attention will be given to the stretch of this Rural Freeway from Route 605 area to Prince William County. Such a study becomes the Community, VDOT and Fauquier County building blocks essential to U.S. 15/29 becoming a designated limited access thoroughfare. The proposed study will identify how to achieve limited access designation for this corridor, including proposed interchange and bridge locations, interparcel connection options, service roads, recommended phasing of essential improvements, option costs, and other associated topics that need consideration. Without such a plan along U.S. 15/29, which requires community involvement and support, the objective of limited access becomes more difficult, costly and impractical. The Rappahannock Rapidan Regional Commission will serve as the regional coordinator for inter-jurisdictional transportation studies.

TRAILS AND PARK PLAN

See Figure 8.

An integral component ~~in the functionality~~ of community's quality of life is represented in its ~~the movement of pedestrians~~.outdoor recreation opportunities. The freedom to move about one's community safely, without a vehicle and for the purpose of transportation or recreation, is something that fewer and fewer communities can claim, and yet is strongly desired. Not all members of the community have access to a vehicle. The County also recognizes that members of the community wish to enjoy the health and

[16] This section will be updated as necessary with special studies commissioned by the Fauquier County Board of Supervisors for Route U.S. 15/29

recreational opportunities that parks and trails would provide. ~~it is important to provide those citizens without an automobile a convenient and safe way to move about the community. By increasing one's mobility options, so too is their quality of life.~~ In response to ~~this~~ these needs, a Parks and Trails Plan has been developed for the New Baltimore Service District. ~~This plan seeks to achieve three (3) goals. They are:~~ What follows is a list of goals, objectives and implementation strategies for obtaining, building and maintaining a complete network of trails, parks and open spaces for the New Baltimore Service District. In addition, the plan discusses specific trail priorities.

GOALS

1. ~~To~~ Provide a safe, convenient and aesthetically pleasing environment ~~responsive to~~ for all ages and abilities, ~~all population, age and health groups~~, through a network of trails and parks designed for ~~which enable the movement of individuals by foot, bicycle and horseback;~~ movement by foot, bicycle or horseback, and multi-uses where possible.

2. Establish a complete network of trails in the district which are linked to public places, such as schools, libraries, police and fire/rescue stations, neighborhoods, shopping areas, and parks. This network should be connected to the Center District trail network.

3. ~~To~~ Provide a wide range of recreational opportunities through the use of parks and trails.

4. ~~To~~ Take advantage of existing natural and historic amenities such as river courses, ravines, floodplain and historically significant structures or places in the community by linking parks and trails to these cultural locations.

OBJECTIVES

1. Where feasible, co-locate parks and recreational facilities with school sites, community centers and public and private institutions.

2. Link parks with a network of trails to nearby neighborhoods, schools, commercial areas, community centers, and public/private institutions.

3. Build trails along existing and planned roadways and areas identified on Figure 8.

4. ~~Integrate the trail system to be developed within the Waterfield community, into Vint Hill, existing and future school sites, and the network planned for the Service District.~~

5. Sidewalks shall be provided on at least one side of an urban collector when constructed or when VDOT major road improvements are undertaken. ~~and provided on at least one side of an urban collector when either new collector roads are constructed, or major road improvements are undertaken.~~

6. All public sidewalks and trails shall be consistently designed with the Americans with Disabilities Act trail guidelines, including County-constructed sidewalks and trails.

7. Reserve land located in floodplain for open space uses where practical.

8. Work with the Parks & Recreation and GIS Departments to establish an inventory of built and proffered trails in the New Baltimore Service District. This action will better-define progress toward implementing a trail network in the service district.

9. Define trail standards in the *Fauquier County Design Standards Manual*. Work with the trail class system in this plan until county-wide standards are established. In addition, all trails should comply with the Americans with Disabilities Act trail guidelines. The following trail classifications have been defined for the service district, and should be consulted and adhered to until County-wide design standards for trails are adopted:

   Class 1: Class 1 Trails are physically separated from motorized vehicles, ~~lanes within an existing road right-of-way designated for bicycle use;~~ They are intended for pedestrian and bicycle uses. They are paved, hard-surface paths;

   Class 2: Class 2 Trails are physically separated from motorized vehicles. These trails can be made of ~~have~~ either asphalt or gravel. ~~surfaces~~. Trails should avoid crossing floodplain, if possible. However, if a trail does cross a floodplain, appropriate construction materials should be used, such as those recommended by the Virginia Department of Conservation and Recreation.

   ~~**Class 3:** Trails are loose gravel or dirt surface trails and can be used for multi recreational purposes (walking, bicycling, horseback riding). For the most part, these trails are proposed within floodplain areas and along South Run.~~

IMPLEMENTATION STRATEGIES

~~1. Establish Class 1 trails through right-of-way purchase associated with new road construction and/or major road improvements.~~ Construct trails with new road construction resulting from new development, or along with VDOT improvements to existing roads where such trails are identified in this plan.

2. Establish ~~Class 2 and 3~~ trails through voluntary easements or right-of-way acquisition.

3. Acquire parkland, open space and trail/sidewalk dedications in conjunction with rezoning, special exception and other land development applications. ~~as appropriate~~. Preferred locations for parks, associated facilities and the trail network are shown in Figure 8: Parks and Trails Plan. (This plan is schematic and general in nature; actual locations for bicycle path/trails will be based on ~~future~~ construction plans for state secondary and primary road improvements or new construction, ~~or road construction for new development~~. and land development.)

~~4. Where practical, county parks/recreation facilities should be co-located with school locations.~~

5. Develop pedestrian-friendly communities by linking pathways and trails in private development to trails located alongside VDOT-maintained roadways.

6. Work with the County's Parks & Recreation Department and homeowner's associations to define who will maintain the trails.

7. Require public access to all trails and sidewalks which are not maintained through either VDOT or the County.

TRAIL PRIORITIES

While it is the goal of this plan to have all trails and parks that are defined in the Parks & Trail Plan (Figure 8) implemented in the service district, the County recognizes that the community would like to see certain links of the trail and open space network implemented sooner than other links. It is recommended that the priorities rank consistently with the transportation priorities defined in Table 5 of the transportation section of this plan, to ensure that trails are built at the same time as when new roads and road improvements are made. There is no timetable associated with this trail plan, but will be timed with VDOT road improvements.

New development in the New Baltimore Service District will also be required to address parks, trails and recreation planning in the County-wide Parks and Recreation-Trail Plan when adopted by the Board of Supervisors. Additional bike path and trail systems may be shown in other documents to which developers may refer. The other primary references are Chapter 9-Public Facilities and Utilities of the Comprehensive Plan and the Fauquier County Connections Plan (Parks and Recreation Department) as revised.

TABLE 6: TRAIL CLASSIFICATIONS

Trail Location	Priority Rank	Comments
Brookside Trail Neighborhood Network	1	All trails in this plan will be built by the developer.
Parkway Trail	2	This parkway is included in the 5 Year Action Plan for transportation. The trail should be timed with the construction of this new road.
Route 602: Design and construction of new local street and trail connection to Brookside Parkway	3	Build this trail connection along the proposed connector road linking the high school site to the

		Brookside Parkway.
Dumfries Road (Route 605)	4	From Route 15/29 to Route 602: Work with VDOT to construct a walking path within the right-of-way. Where the pathway crosses the road, crosswalks should be provided.
Broad Run Church Road (Route 600)	5	Work with VDOT to build a walking path within the right-of-way from Route 15/29 to Shepherdstown Road. Ensure that a connection is made to C.T. Ritchie Elementary School.
Riley Road (Route 676)	6	Work with VDOT to build a trail within the right-of-way from Route 15/29 to Route 605.

PARK FACILITIES

Existing park facilities are located at P.B. Smith Elementary School, C. Hunter Ritchie Elementary School, and Vint Hill Farms. The specific amenities found at these locations are outlined in the *Fauquier County Parks, Recreation and Open Space Comprehensive Plan*. Additional parks and open spaces are encouraged to be planned within new neighborhoods and near schools.

Within the Vint Hill Preferred Reuse Plan, there is a 20± acre regional park proposed which will contain athletic fields and facilities, as well as a 17± acre densely wooded park. In addition to the park/recreational amenities to be developed within the Brookside community, this plan proposes three (3) park areas in the Service District. As shown on Figure 8: Parks and Trails Plan, these parks are to be established in the vicinities of Snow Hill, the Brookside community and along South Run north of Lake Brittle.